

Volume 32

Contd

HERALD 7/20/30

Hoover was just as severe and extensive as it possibly could be. It was a surprising denunciation of a President in office. Following the meeting an observer commented to Congressman George Holden Tinkham that Shouse had delivered an admirable partisan attack on Hoover and his reply was "It should have been good. That's what he's getting paid for."

It was at the Jefferson Society assembly that O'Brien made the proposal to Coolidge that they agree to support each other after the result of the primary is determined. Coolidge accepted the advance and so if either wins in the primary he is sure of one active campaigner in the election. O'Brien is Martin Lomasney's candidate and his willingness to support Coolidge shows that Lomasney's alleged opposition to Coolidge may not be so deep-rooted after all.

Attention on the troubles of the Democrats has been centred on the difficulties of picking the candidates for senator and governor without leaving too many deep scars. That is ignoring the five other places. The leaders were none too pleased last week at the announcement from William Randolph Scharton that he will seek the nomination for attorney-general. And he has a good chance of winning it.

Eben S. Draper's campaign for the Republican nomination for the Senate was speeded up considerably by the acquisition of Charles Redmond as a collaborator with Fred Butler in directing the strategy. Followers of the contest expect to see Draper announce a long list of prominent supporters any day now.

WALKER AND BUTLER

Release of the identity of some of Butler's supporters was begun with the announcement that Joseph Walker, once a candidate for the Senate as a prohibitionist and subsequently a militant wet, has decided to reject the issue of prohibition as a sole basis for picking his candidate. He has declared for Butler with the statement that "you can do more for business than you can against my attitude toward prohibition."

Save for the progress of the senatorial contest, the Republican party was bereft of news during the week, unless the frank and determined stand against prohibition taken by Congressman A. Piatt Andrew be so enumerated. There were reports that he had begun to lean toward the wet side; but few expected that his condemnation of prohibition would be so thorough and scathing. Of course, we may expect to hear of a dry candidate against him in the primary, but he is a strong man in Essex county.

The two other contests in the Republican primary will be for treasurer and auditor and the treasury portfolio would have gone to John W. Haigis untested had he not decided to retire. John W. Withington of Dedham started to gain impetus during the week in the widely split field for treasurer. A man of many associations he has begun to

receive considerable support from business and professional men in many sections of the commonwealth.

A return of old days in the state Senate might be anticipated if Walter E. McLane of Fall River and Edwin F. McKnight of Medford succeed in their attempts to regain their old seats in the Senate. They were conspicuous figures in the Legislature during their terms of service.

From Springfield way comes word that Congressman William J. Granfield is likely to participate in the primaries of both parties. He will be given the Democratic nomination without contest, naturally, and he has just about decided to make a fight for the Republican nomination as well. Frank Hinckley will give him a fight for the Republican indorsement. Granfield will not listen to any of the hoop-la that is being fed him about running for lieutenant-governor. He wants Ely to have the nomination for Governor.

LOGAN ANNOUNCES FLOATS FOR SEPT. 15

Fifty-one Have Been Listed as
Available for Parade

Gen. Edward L. Logan, chairman of the parade of illuminated historical floats, on the evening of Sept. 15, and a feature of the Boston day parade, Sept. 17, announced yesterday that 13 floats have already been sponsored and that 10 other groups have contracted to sponsor other floats which have not yet been selected.

To date these sponsors have been listed: "Ride of Paul Revere," telephone companies of New England; "Battle of Lexington," electric light and power companies; "Battle at Bridge at Concord," gas companies; "Washington Takes Command," Metropolitan Electric League; "The Arbella," Lever Bros. Co.; "Granting of the Greater Charter," lumber trade of Boston; "Founding of Harvard College," Harvard university; "Faneuil Hall," Faneuil hall district business firms; "Meeting of Winthrop and Blackstone," beverage manufacturers; "Boston Welcomes the Nations," restaurant owners; "Inauguration of Hancock," John Hancock Life Insurance Co.; "Boston Tea Party," First National Stores; "The Founding of Boston," storage warehouses of Boston.

Other groups which have not yet selected floats are plumbing, automotive, publishers, oil, construction, leather, maritime, amusements, iron and drug trades.

Fifty-one floats have been listed as available. Gen. Logan announced that a band will be provided for every four floats, that there will be 40 units of marching patriotic groups and 20 groups of marching tableaux.

5000 IN TRIBUTE TO SEA FIGHTERS

Kearsarge Memorial Unveiled at Marine Park
In South Boston

GIVEN TO CITY BY CIVIL WAR HEROES

In the presence of 5000 persons, a memorial in the form of a huge solid block of granite with an anchor on top, and known as the Kearsarge Memorial, was yesterday dedicated at Marine park, South Boston, to the memory of naval veterans of the civil, Spanish and world wars.

The memorial is a gift to the city by the Kearsarge Association of Naval Veterans, composed of veterans of the civil war. Participating in the exercises, which included the formal presentation to the city, were members of the marine corps and the navy, delegates of the United Spanish War Veterans and the American Legion, and officials of city and state as well as representatives of the Kearsarge Association.

The formal exercises were preceded by a parade led by David A. King, ex-civil war veteran, who later made formal presentation of the memorial on behalf of the Kearsarge Association.

The memorial was unveiled by Miss Agnes E. Barry, secretary of the association and descendant of Commodore Jack Barry, first American naval officer. Edward A. Diver, commander of the Kearsarge Association of Naval Veterans, was master of ceremonies. The opening prayer was by the Rev. James Carrigan, O.F.M.

CURLEY ACCEPTS MEMORIAL

Mayor Curley accepted the memorial on behalf of the city. Other speakers included Capt. Thomas L. Johnson, representing Admiral L. M. Nulton, commandant of the first naval district; Lt.-Gov. William S. Youngman; Alvin C. Howes, commander of the state department of the G. A. R.; Emory C. Griswold, senior vice-commander of the state department, U. S. W. V.; Congressman John W. McCormack, City Councilman Clement Norton, representing the state department, American Legion; and John Perry, representing the Veterans of Foreign Wars. The speakers joined in paying high tribute to the glorious achievement of naval fighters in all American wars.

Mayor Curley said, "It is with most keen and poignant regret that we are aware of the absence here today of a loyal and devoted American, Col. George Hosley. He was at this very site selecting it for the memorial when he became ill and collapsed, dying a few hours later. He knew and urged the value of patriotism."

The mayor reviewed the circumstances of the famous battle between the Kearsarge and the Alabama, during the Civil War, ending in the destruction of the latter vessel by the crew of the Kearsarge, recruited mostly in Boston and under the command of Com. Winslow, whose home was in Roxbury. Only three members of the crew now survive.

Mrs. Marie E. Bateman, president of the Kearsarge Association auxiliary, and Mrs. Ethel Browne of the Daughters of Union Veterans, placed floral pieces on the memorial.

REVISION OF DIRECT PRIMARY SYSTEM DESIRE OF CHAIRMEN OF STATE PARTY ORGANIZATIONS

By W. E. MULLINS

The direct primary law goes on trial this year in Massachusetts before the leaders of both the Democratic and Republican primaries. Neither side is entirely satisfied with the present system. If the September primary fails to produce tickets with which the slate-makers of both groups are in accord, it is almost certain that the system will undergo some radical revision in the next Legislature. Some minor changes are practically certain.

In public addresses the popular primary will be defended as the voice of the people and as such to be protected from tampering by the politicians. The members of the next Legislature, however, will be two years removed from another election and their votes in the deliberative sessions are not always governed by the wishes of their constituents.

It is likewise a fact that thousands of voters have begun to lose confidence in the primary system because it admittedly has failed repeatedly to register the majority sentiment of a party in instances where a multiplicity of candidates appears on the primary ballot.

For once the chairmen of the two dominant parties—the Republican Amos L. Taylor and the Democratic Frank J. Donahue—are in agreement in the opinion that the primary system should undergo some minor revision. Taylor recently outlined the improvement he has to propose and it met with the entire approval of Donahue. They can muster the voting strength to translate their views into statute in the Legislature.

Taylor openly advocated at Gloucester a pre-primary convention with reservations which would preserve the direct primary from destruction. He would grant each party the right to nominate a ticket and have its selected nominees designated on the ballot. That ticket would be the organization's strongest combination, in the opinion of the leaders, but each member of the slate would be exposed to opposition in the popular primary.

PROVISION FOR INDIVIDUALS

In addition to having the party's ticket designated on the primary ballot, Taylor would make provision for individual members of the party to run against the selected nominees as candidates independent of the organization. By this system the members of each party would know accurately which candidates the organization believe form the strongest combination, with complete provision being made at the same time for those ambitious office-seekers who disagree with their organization's choice.

Donahue is willing to accept the Taylor proposal because he sees in it preservation of the principle of the direct primary while at the same time giving the parties the opportunity of offering united support to the candidates whose chances for victory and whose qualities are impressed on those who should know conditions best. The provision made for independent candidates preserves the spirit of the direct primary.

Former Gov. Fuller, living up to his promise of some months ago to remain in the background until his own desires dictate a different course of action, has not been available for comment on Taylor's proposal. A product of the direct primary, he invariably has been opposed to disturbing it, but the reservations contained in the proposal may possibly have his approval.

Taylor regards his proposed system as a distinct improvement. Donahue, while recognizing it as of some benefit, also would accept it as a compromise lest Democratic opposition rouse the Republicans to go the full distance and use their legislative strength to wipe out the primary altogether. They could do that.

The soundness of the direct primary as challenged by Gov. William Tudor Gardiner of Maine at the recent conference of Governors at Salt Lake City, is characterized by its splendid inactivity, placing, as it does, direct responsibility on the shoulders of all the people, but actually inefficient in practice.

"The percentage of voters who turn out," he said, "is generally much smaller than at a general election. You cannot drive voters to the polls, even with a good theory. These are busy days and it takes time for a citizen to follow politics."

"I believe that our states which have the direct primary law may well give earnest consideration to the question as to whether it contributes to the efficient conduct of a democratic and representative form of government."

HAS TWICE BENEFITED

And Gardiner, in spite of his sentiment, twice has been a beneficiary of the system which he condemns. It is conviction that it operates successfully on occasion in spite of itself and not because of itself.

It is just exactly the Taylor plan that the Democratic party is anxious to try out at present. The purpose of the proposed harmony conference is to select the seven strongest candidates for the state ticket, give them the support of the organization and let the dissatisfied candidates run independently at the tender mercy of the voters.

Lack of authority prevents the real leaders of the Democratic party from going forward with the Taylor proposal

this year. Donahue is sincere in the conviction that the party can win the election with the proper candidates. Looking at the perplexing problem at this time there seems to be no solution. Already too many candidates have been set in motion to be withdrawn without leaving bitterness.

Take the cases, for example, of Marcus A. Coolidge and Joseph F. O'Connell who are seeking the nomination for the Senate. Coolidge has been campaigning for a year while O'Connell already has qualified for his place on the primary ballot. How is it possible to get either of them out of the contest at this time? If it were an out-and-out contest between the two, the situation would be altered, but there also are Thomas C. O'Brien and Representative Roland D. Sawyer lurking in the background.

It is expected that Sawyer eventually will withdraw because he frankly admits that he lacks the financial resources at present to make the statewide campaign needed to produce success. If O'Connell and O'Brien remain in the contest it ought to be a set-up for Coolidge.

The publication of Senator Walsh's real sentiment on the futility of trying to repeal either the 18th amendment or the Volstead act bears out the thought that Coolidge must have discussed the issue with him early in the winter while he was preparing to write his platform. It will be recalled that Coolidge visited Walsh in Washington on his return from an extended winter holiday in Florida while the Walsh letter on prohibition, read last week at Worcester by former Senator Butler, was dated March 4.

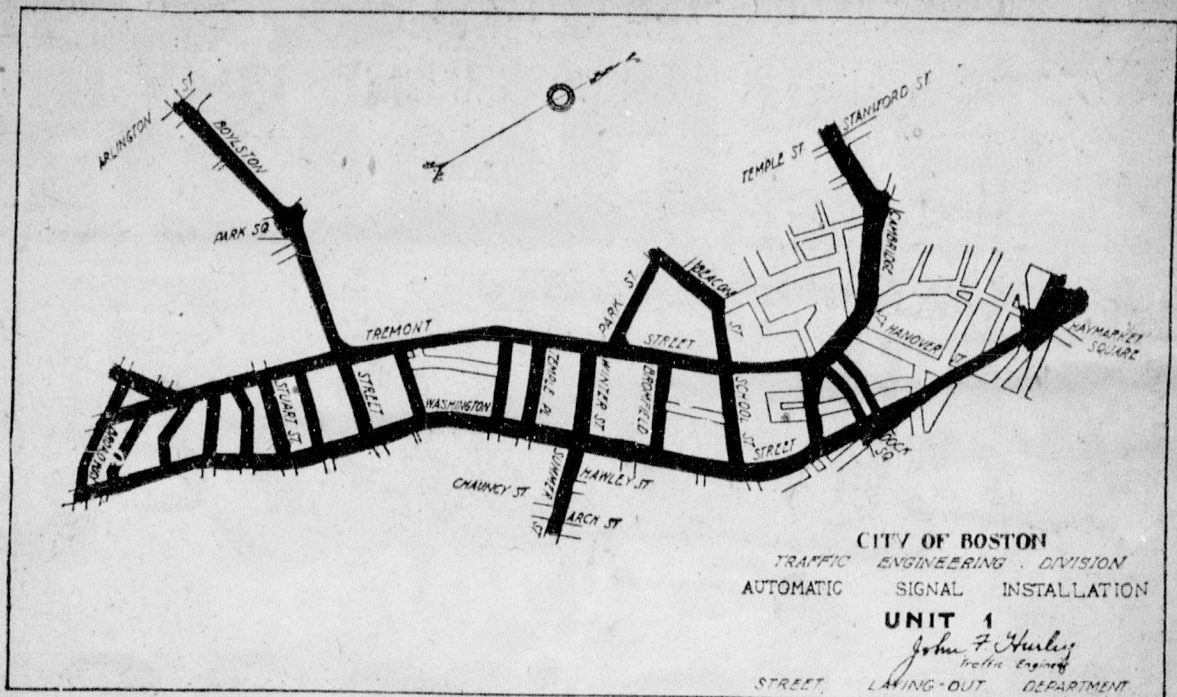
ASKED LIBERAL CONSTRUCTION

It will be recalled that Coolidge did not openly advocate repeal of the amendment. He asked for a more liberal interpretation of the law by the supreme court. Did he and Walsh agree that making a fight for repeal would be a futile gesture? Possibly Marcus is the shrewdest candidate in the Democratic fold. He surely will profit from the publication of Walsh's intimate thoughts on the futility of fighting for repeal.

The Democrats provided the most spectacular news of the week with the reception to Jouett Shouse, chairman of the national executive committee, under the direction of the Jefferson Society. That party did the Democrats no good because it resulted in widening the breach between the two wings of the party as represented by Mayor Curley and former Mayor Peters. The latter still aspires to be Governor.

Shouse's indictment of President

DOWNTOWN AREA CONTROLLED BY AUTOMATIC SIGNALS



Beginning at 10:30 this morning, all vehicular and pedestrian traffic within section shown on map, with Tremont, Washington and Boylston streets as the key points, will be controlled by a new synchronized automatic signal system, known as unit 1. Central control is located in the sub-basement of the City Hall annex.

TRAFFIC LIGHTS FLASH TODAY

Boylston - Tremont - Wash-
ington Area Goes Under
Automatic Control

PEDESTRIANS MUST OBSERVE SIGNALS

Beginning at 10:30 o'clock this morning all vehicular and pedestrian traffic on Boylston, Tremont and Washington streets and adjacent streets in the downtown area will be placed under control of red, green and amber automatic signal lights.

Through these arteries for the first several days at least, the speed of motor vehicles will be regulated to 17 miles an hour and before the week is over it is expected that Traffic Commissioner Joseph A. Conry, who will throw the switch operating the new system at the central control in City Hall annex this morning, will order the speed increased to 20 miles an hour.

PEDESTRIANS WARNED

Traffic officials emphasize that henceforth Tremont, Washington, Boylston, Summer and Winter, Beacon and School streets must be regarded as through streets in order to effect the highest method of control of traffic movement in the downtown district.

Once the green colors flash from automatic signals at the various intersections, motorists will have the clear

right of way in these streets and pedestrians must keep on the sidewalks.

Pedestrians will be permitted to cross at the street intersections with the flashing of red and amber. Attempts of jay walkers to run the traffic lanes will be met with sharp remonstrance from traffic officers who will be stationed at the strategic corners and where traffic is ordinarily heavy.

The new system is designated unit 1, with three main arteries—Tremont, Washington and Boylston—and 41 intersections. Compared to the old method of directing cars by man-power, the movement of the dense lanes of traffic, which pour daily from all parts of metropolitan and elsewhere through these streets, will be speeded up from 10 to 15 minutes under the red and green flashes. Traffic experts expect slight delays the first days until motorists and pedestrians become accustomed to the system.

FLEXIBLE SYSTEM

The signal lights will be operated on Washington street, from Broadway to Haymarket square; Cambridge street and Tremont street, from Stanford street to Broadway; Boylston street, from Tremont street to Arlington street and Summer street from Washington to Arch street.

Just how the lights operate may be explained by what is called a flexible progressive system. The lights do not turn on all green or all red at one time.

The time is arranged so that a vehicle proceeding on Tremont or Washington or Boylston street will meet a green light at each intersection when moving at a certain speed. The rate of speed will be 17 miles an hour, but various tests will be made the first few weeks to determine the most efficient speed. It may eventually be set higher or even lower, though many motorists are inclined to favor a higher mileage.

The intersection of Arlington and Boylston streets will have three periods

of vehicular traffic. Boylston will have one period and each side of Arlington a separate period because of the heavy left turn from Arlington into Boylston street, eastbound.

With the inauguration of the system traffic officers will be required to insure the co-ordination of the light regulation at certain crossings such as Washington, Stuart and Kneeland streets, Summer and Winter, Franklin and Bromfield, Hanover and Friend and several other intersections.

The left turn from Stuart street into Washington street will run with the Washington street traffic. The officer at this intersection must be on the alert to see that this left turn does not run when Kneeland street and Stuart street traffic is running straight. Similar conditions will prevail at other intersections which will require the watchfulness of officers.

CONRY EXPLAINS

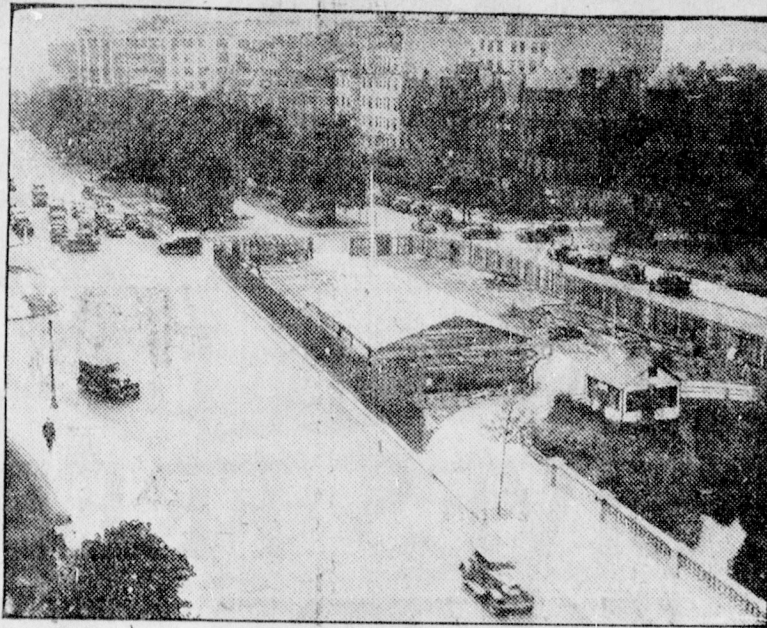
Concerning the new system, Traffic Commissioner Conry said that "it is not the purpose of the automatic traffic signals in a concentrated downtown area of a metropolis to substitute themselves for the activities of police officers."

"The primary purpose of an interconnected system of signal lights, is to co-ordinate the flow of vehicular traffic. Theoretically, such a system will keep all traffic moving at all times. This would be the practical result accomplished, if all parking were to be eliminated in the signalized area; if all operators were to drive perfectly; if all vehicles were so perfect in construction that there would be no mechanical failures; if all traffic signals would operate without need for repairs and so forth.

"These are some of the many factors that require the services of police officers to make the signals effective. It can be readily seen and understood that the successful operation of any traffic signal system in a congested area depends largely on the co-operation of the police department."

HERALD 7/20/30

CLEARING DECKS FOR SUBWAY WORK



Photograph shows buildings under construction to be used by workmen breaking ground for the Boylston street tunnel extension. Work will begin tomorrow.

\$3,000,000 Boylston Street Subway Extension Work Begins Tomorrow

Construction of the Boylston street subway extension beyond Governor square will be started at 9 o'clock tomorrow morning. The breaking of ground for the job which will cost \$3,000,000, provide employment for 500 men, and will cover over a period of three years, will be the official duty of Mayor Curley.

City officials, representatives of the Boston Elevated, and prominent men who have been advocating the subway extension for years in order to relieve

traffic delays at Governor square will watch the mayor break ground.

Whether he will use a shovel or a pneumatic drill has not been announced, but Col. Thomas F. Sullivan, chairman of the transit commission, which will build the subway, favors a drill. The transit commission has organized the nucleus of a permanent force which will be periodically enlarged as the work progresses. Preference has and will be given to men on the civil service lists who have served in the military forces of the country.

Post 7/20/30

GREAT LEGION RADIO APPEAL

Plan Epoch-Making Broadcast for Convention

Plans for an epoch-making radio broadcast to send to the whole nation an appeal to come to Boston for the American Legion National Convention were announced last night by convention officials.

It will be staged on the evening of Thursday, Sept. 18, will be heard by 50,000,000 people, will originate in 12 points located in nine States from the Atlantic to the Pacific, and will be featured by speeches of a number of dignitaries including President Hoover.

Former President Calvin Coolidge, Governor Alfred E. Smith of New York, Governor Allen, Mayor Curley and the Governors of a number of other States, as well as high officials of the Legion, will be heard in the broadcast, most of which will come from Boston.

It is to be staged by the National Broadcasting Company and the Victor division of the R. C. A. Victor Company. Both the red and blue networks of the National Broadcasting Company, as well as the Pacific Coast chain and a large number of supplementary stations will be in the hookup, said to be the most extensive ever undertaken in this country.

Much of the programme will originate in historic Faneuil Hall, but other portions will be broadcast from other historic spots in Boston, including the tower of the Old North Church, Bunker Hill Monument and Dorchester Heights.

LEGION HOOK UP FOR 50,000,000

Program for Sept. 18 to
Interest Nation in
Convention

PRESIDENT HEADS LIST OF SPEAKERS

A radio audience of 50,000,000 persons will listen to a program broadcast from 12 widely separated cities, including Boston, in nine different states, on the night of Sept. 18 to interest the country in the American Legion convention which will be held in this city Oct. 6 to 9.

This announcement, made last night by Col. Carroll J. Swan, president of the 1930 National Convention Corporation, reveals the plans of an epoch-making broadcast which will necessitate the most intricate timing and radio engineering. The program will be put on the air through the co-operation of the Victor division of the R. C. A. Victor Company and the National Broadcasting Company.

Faneuil hall, in this city, will be the principal broadcasting studio for the occasion. Cut-ins will be made from other places of historical interest in Boston, including Bunker Hill monument, Dorchester Heights and the tower of the Old North Church.

OTHER CITIES TO BE CUT IN

Other cities which will be cut in on the program will include Washington, New York, Chicago, Portland, Me.; Portland, Or.; San Francisco, Austin, Tex., and Tallahassee, Fla.

The speakers are expected to include President Hoover, former President Coolidge, Gov. Allen, Mayor Curley, National Commander O. L. Bodenhamer, former Gov. Al Smith of New York and officials of other cities and states.

Tentatively the plans call for broadcasts at specially timed intervals, as follows:

POST 7/20/30

News of the Week As Seen By Goldsmith



CITY GETS GIFT OF KEARSARGE VETS



UNVEILING OF KEARSARGE MEMORIAL

Notables at exercises yesterday at City Point, South Boston. Left to right, William P. Long, park commissioner; John Lynch, Jr., vice-commander of the Kearsarge Veterans; Mrs. Ethel Brown, president Tent 36, Daughters of Veterans, and Mayor Curley.

A colorful throng, in which bathing suits contrasted strikingly with formal street attire and military uniforms, heard glowing tribute paid to America's navy yesterday at the dedication of the Kearsarge memorial to naval veterans of all wars.

PRESENTED TO CITY

The monument, located on the Strandway at South Boston, was formally presented to the city yesterday afternoon with exercises in which Mayor Curley, Lieutenant-Governor Youngman and Congressman John W. McCormack, with veterans of America's outstanding wars, described the heroism and valor of America's navy men from the days of the Revolution.

The gift of the Kearsarge Association of Naval Veterans, the memorial consists of a huge anchor and chain mounted upon a concrete base. Assisting in the ceremonies were detachments of U. S. sailors and marines from the Charlestown navy yard, and delegations from the American Legion, Veterans of Foreign Wars, United Spanish War Veterans and the G. A. R.

A crowd of several hundred that went to the Strandway especially for the exercises was swelled by hundreds of bathers, who remained through most of the speaking programme.

Barry's Descendant Unveils

The monument was unveiled by Miss Agnes E. Barry, a member of the Kearsarge Naval Veterans' Association auxiliary, and a direct descendant of Commodore Jack Barry, one of America's outstanding naval heroes.

In his address accepting the memorial, Mayor Curley paid tribute to the men of the old U. S. S. Kearsarge, which, during the Civil war, defeated and sank off the coast of France the "Alabama," which had interfered with the shipping of the Union States during the Civil war. He also paid a fine compliment to the late George W. Hosley, national chief of staff of G. A. R. and for many years commodore of the Kearsarge Association, who spent most of his last days supervising the completion of this monument.

"I have a poignant regret today," he said, "at the absence of one of the most patriotic, loyal and devoted Americans. It was ever my privilege to know. I remember when we came here last October to look over the site where this memorial was to stand, he was carried away semi-conscious and died a few hours later."

Navy Represented

The navy was represented by Captain Thomas L. Johnson, U. S. N., representing Admiral L. M. Nulton of the navy yard. Captain Johnson appealed for a bigger merchant marine, to aid American business in time of peace and to supply men and officers in time of emergency.

Alvin C. Howes, commander of the State Department of G. A. R., Emery C. Griswold, senior vice-commander of the Spanish War Veterans, City Councillor Clement A. Norton, representing the American Legion, and William H. Carey, representing Veterans of Foreign Wars, were others who spoke briefly. The speech of presentation was made by David King of the Kearsarge Association, while Edward A. Dwyer, commander of the association, presided at the exercises.

WORK FOR 500 MEN ON BIG JOB

\$3,100,000 Subway Extension Starts Tomorrow

Work for 500 men during the next three years will be provided by the construction of the \$3,100,000 extension of the Bowdoin street subway which will be started tomorrow morning at 9 o'clock when Mayor Curley turns over the first shovelful of earth at Governor square.

Unable to obtain the consent of the State Civil Service Commission to hire unemployed fathers of families with five or more dependents, the Boston Transit Commission, of which Colonel Thomas F. Sullivan is chairman, will give preference to veterans of the World war, who saw service in the

army, navy and marine corps, many of whom are now obliged to accept soldiers' relief from the city treasury.

The big job will be carried out on the contract labor plan similar to that used during the last Curley administration when hundreds of veterans, back from the war to find their old jobs gone, were given employment building the East Boston tunnel extension at Maverick square.

THANKS FROM BLACK WATCH

Commander Sends Note to Mayor Curley

Back home in Montreal following their participation in the Tercentenary parade here last week, the famous Black Watch Regiment of Royal Highlanders sent their thanks to Mayor Curley and the people of Boston in a message received yesterday at City Hall.

As commanding officer of the detachment which paraded here, Lieutenant-Colonel Hugh M. Wallis wrote the Mayor: "The hospitality of the Bostonians is well known, but that accorded myself and my detachment exceeded anything that we imagined possible."

"The officers, non-commissioned officers and men will always have pleasant memories of your charming city, and I am sure that our visit will help to cement the cordial relations that already existed between your people and ours," he wrote to the Mayor.

BIRTHDAY TODAY FOR CUNARD CO.

Laconia's Arrival Is Marked by Celebration

Today marks the 90th birthday of the Cunard Steamship Company, and with the arrival of the steamship Laconia, from Liverpool and Queenstown, the line plans a fitting observance of the day.

BEGAN IN 1840

Back in 1840 the little side-wheel steamer Britannia arrived from Liverpool, initiating the original bi-weekly service of the Cunard line. From that time up to the present a regular service has been maintained without interruption, and the company has always had a prominent part in the development of the port of Boston, sending some of its finest ships on this route.

The Britannia's arrival in Boston 90 years ago was the signal for a great demonstration. Rockets were set off, guns boomed forth, and the people of Boston cheered lustily as the little wooden paddle-wheeler steamed into port.

Samuel Cunard, founder of the line bearing his name, was feted at the Maverick House in East Boston, the affair being honored with the presence of the Mayor of Boston, all the prominent city officials of the time and the business men, to the number of 2000. Edward Everett, one of the great orators of his day, proposed the toast: "The Hon. Samuel Cunard, founder of direct steam navigation between Great Britain and the city of Boston—a wise negotiator; while governments are arguing about boundaries, he makes a successful incursion with a peaceful force, into the heart of the country."

Great Welcome for Cunard

The day following the arrival Mr. Cunard received 1800 visitors at dinner. Newspapers hailed the service as tending to cement the bonds of friendship between England and the United States, and the Rev. Ezra Gannett, famous preacher, delivered a sermon in the Federal Meeting House, extolling the event and its significance.

The Britannia, considered a marvel in her day, would seem almost a joke at the present time, with her length of 207 feet, displacement of 2650 tons and a speed of 8½ knots, on a daily coal consumption of 38 tons. She carried three masts rigged fore and aft, with two square cross yards in the fore and main masts. She was fitted to carry 115 cabin passengers and 225 tons of cargo and the upper deck, in addition to offi-

cers cabins, galley and bakery, sported cow houses.

Probably no one cause has operated more powerfully upon the prosperity of Boston, particularly East Boston, than the establishment in 1840 of the line of steamships between Liverpool and Boston. The choice of East Boston as the terminus for the Cunarders was made chiefly because of its nearness to the British provinces, and the superiority of its location and wharf accommodations.

Concessions Granted to Line

The East Boston company, rightly judging that it would be for their interest to secure the docking of steamers at East Boston, offered for that purpose the accommodation since occupied, free of rent for the first 20 years. The project itself was carried out by Mr. Cunard, who belonged in Halifax, having in 1839 entered into a contract with the British government for a term of years to carry the mails from Great Britain to Halifax and Boston. The early Cunarders were essentially mail and passenger boats, although they served also for transportation of high class freight.

Comparison of that first steamer with the Laconia, coming in this afternoon from Liverpool and Queenstown, tells the story of the progress of 90 years. The Laconia is a veritable floating city, with her library, swimming pool, gymnasium, smoking rooms, tailor and barber shops and other conveniences not dreamed of in 1840.

Official recognition of the celebration will be given by the Mayor, who, unable to take part personally, has delegated Thomas J. H. Johnson of the Boston Port Authority, to represent him and extend a welcome on behalf of the city. Thomas A. Mullen, director of publicity, and John T. Scully, director of the industrial bureau, will be other members of the Mayor's official family, and they head a party of 25. A band will serenade the Laconia as she docks.

History will repeat itself when the big liner is met at quarantine by two coastguard boats from section base 5, East Boston, for welcoming boats of the old revenue service met the Britannia back in 1840. Fireboats will accompany the Laconia up from quarantine, giving a spectacular water display. The tercentenary flag will fly from the foremast head of the ship.

HERALD 7/20/30

VETERANS' ASSOCIATION HONORS BOSTON MAYOR

Elected Honorary Member at Pemberton Meeting

Mayor James M. Curley was elected an honorary member of the Ninth Regiment Veterans' Association at Pemberton yesterday in celebration of the 32d anniversary of the Spanish surrender at Santiago.

These officers were elected: Gen. John H. Dunn, president; Timothy W. Kelley and Maj. Thomas F. Quinlan, vice-presidents; Traffic Commissioner Thomas F. Sullivan, secretary and Maurice F. Powers, treasurer.

Speakers were Gen. William H. Donovan, Lawrence, Gen. John J. Sullivan, Lt.-Gen. Edward L. Logan, Maj.-Gen. Samuel S. Sumner, U. S. A., retired, sole surviving divisional commander of the Spanish-American war, and Capt. John I. Lydon, soldiers relief commissioner, who represented Mayor Curley. Gen. Dunn presided.

WILL BE BOSTON CIVIC GREETER

T. J. A. Johnson Designated by Mayor to Look After Notable Visitors

KNOWS EVERYBODY, OWNS FINE YACHT

Boston has finally caught up with New York by the acquisition of an official greeter.

Thomas J. A. Johnson of Beacon Hill and Magnolia, a bachelor, who easily equals the sartorial perfection of New York's famous greeter, Grover Whalen, will hereafter extend the hand of welcome to all distinguished visitors to the Hub.

He was officially endowed by Mayor Curley at Magnolia, late yesterday afternoon, with his new title.

Johnson, an intimate friend of Mayor Curley, prominent socially, and widely known as one of the "marble kings" of the world, has every requisite for the job which Grover Whalen has made famous.

OWNS HIS YACHT

He is wealthy and has his own yacht, which will probably fly the official flag on occasions when Boston is entertaining distinguished persons.

New York places a municipal steamer, Macon at the disposal of Greeter Whalen, but Boston has no suitable one, a matter of no consequence because of the fact that Johnson maintains a handsome steam yacht, which is widely known in yachting circles.

A week ago the mayor named Johnson a member of the board of port authority. His selection was preliminary to his designation as official greeter.

His job will be to meet guests of the city, provide for their entertainment, formally present them to Mayor Curley, and make sure that the right people are invited to meet them. On of his duties will be the preparation of lists of guests.

DIFFERENT GROUPS

Certain persons are chosen to meet educators; another group is bidden to meet celebrities in the athletic world; still another group is invited to meet diplomats and politicians and others are selected to break bread with foreign visitors.

It will be to Greeter Johnson to create the official list of Who's Who in municipal society. His associates rate him just as high as Grover Whalen. They say that he knows everybody.

He will begin to function immediately and the Bostonian who will look with satisfaction upon a sartorially perfect gentleman, attired in a plug hat, and with the seasonal flower in his coat lapel will quickly become familiar with Greater "Tom" Johnson.

Contd

GRUBER 7/20/30

when Summer st is running.
WASHINGTON, FRANKLIN AND BROMFIELD STS—The right turn from Washington st into Franklin st runs when Franklin st is running.

ADAMS SQ—Washington st northbound, Cornhill and Dock sq run together. Washington st southbound and the right turn from Dock sq into Washington st run together.

WASHINGTON, HANOVER AND FRIEND STS—Friend st traffic moves with Washington st.

HAYMARKET SQ—Washington st, northbound, Union st and Sudbury st run together. Blackstone, Cross and Canal st run together. In the first period vehicles moving from Sudbury st into Union st and Blackstone st cross the Washington-st northbound traffic.

TREMONT ST AND BROADWAY—There is a special signal for the street cars leaving the subway. These street cars move with the Tremont-st traffic.

TREMONT AND WARRENTON STS AND SHAWMUT AV—Shawmut av and Tremont st southbound run together. Warrenton and Tremont st northbound run together.

TREMONT AND STUART STS—During certain periods, especially during theatre hours, the left turns at this intersection become unusually heavy.

TREMONT AND LAGRANGE STS—Tremont-st southbound traffic moves continuously except during the pedestrian period. Lagrange-st traffic runs with Tremont-st southbound traffic.

TREMONT AND BOYLSTON STS—There is a right arrow in the signal facing Tremont-st southbound traffic. The right turn from Tremont st into Boylston westbound is kept moving at all times except during the pedestrian period. This right turn lane must be kept open at all times.

TREMONT AND AVERY STS—Tremont-st southbound traffic moves continuously except during the pedestrian period. Avery-st traffic runs with Tremont-st southbound.

TREMONT AND WEST STS—Tremont-st southbound traffic moves continuously except during the pedestrian period. The left turn from West st into Tremont moves with the Tremont-st southbound traffic.

TREMONT ST AND TEMPLE PL—Tremont-st southbound runs continuously except during the pedestrian period. Tremont-st northbound traffic runs only part of the time. There is a heavy left turn from Tremont st into Temple pl which should run when Tremont-st northbound is not running.

TREMONT AND WINTER STS—Tremont-st southbound traffic runs continuously except during the pedestrian period. Winter st runs while Tremont-st southbound traffic is running.

TREMONT AND PARK ST—The signal facing Tremont st, southbound traffic has an arrow to keep the right turn moving into Park st.

TREMONT AND BROMFIELD STS—Tremont st southbound traffic keeps moving at all times except during the pedestrian period. Bromfield st runs while Tremont-st southbound is running.

TREMONT, SCHOOL AND BEACON STS—Tremont st northbound and Tremont st southbound run during one period and Beacon st runs during the other period. There is a heavy left turn from Tremont st southbound into

School st. The officer at this intersection should see that the left turn from Tremont st into School st does not interfere with the Tremont-st northbound traffic. There should be sufficient time to run this left turn before the Tremont-st northbound traffic starts.

SCOLLAY SQ AT PEMBERTON SQ—Tremont-st northbound and Scollay-sq southbound run together. Court st to Pemberton sq and Court st to Scollay sq run together. The signal facing Scollay-sq southbound traffic has a left arrow. The left turn from Scollay sq into Cornhill is unusually heavy. Tremont-st northbound traffic should move immediately when the green light shows and the left turn from Scollay sq into Cornhill should move so far as possible after the Tremont-st traffic has passed.

SCOLLAY SQ AT HANOVER AND SUDBURY STS—Scollay Sq northbound and the left turn from Cambridge st into Sudbury st runs during one period. Sudbury st, Scollay Sq southbound and Hanover st run during one period. There is no signal controlling Howard st traffic. The signal in the island at Sudbury st facing Cambridge st is only for left turn traffic from Cambridge st into Sudbury st. This signal does not control traffic moving from Cambridge st into Scollay Sq. The officer at this intersection should see that the left turn from Hanover st into Scollay Sq does not interfere with the left turn from Scollay Sq into Hanover st. It is expected that the traffic from Sudbury st into Scollay Sq will not interfere with the traffic moving from Hanover st into Cambridge st but will clear the intersection of Sudbury st and Cambridge st before the traffic from Hanover st reaches this point.

BOWDOIN SQ—Cambridge st northbound to Cambridge st, to Green st and to Chardon st runs during one period. Chardon st and a left turn from Cambridge st into Green st and into Chardon st run during the other period. The signal in the island is only for the left turn and does not control the Cambridge st southbound traffic moving straight on Cambridge st.

BOYLSTON AND ARLINGTON STS—The signal facing Boylston st westbound traffic has a right arrow. The right turn from Boylston st into Arlington st northbound is kept moving at all times except during the pedestrian period. During the morning rush period it is absolutely necessary that three lines of traffic move southbound on Arlington st. No cars should be parked in the west side of Arlington st and the moving vehicles shall use the three lines.

SUMNER AND HAWLEY ST—Summer st eastbound traffic runs continuously except during the pedestrian period.

SHAWMUT AV AND BROADWAY—The street cars leaving the subway at this intersection move with Broadway traffic.

WILL OPEN GOVERNOR SQ WORK TOMORROW

Extension of Boylston-St Subway to Employ 500

Preference for Veterans—Job Will Require Two and a-Half Years

The work of building the new extension to the Boylston-st Subway in Commonwealth av and Beacon st, at Governor sq, will be started Monday morning, when Mayor Curley, wielding a nickel-plated shovel, will turn the first sod. It is expected that the work will provide some relief for the unemployment situation in this city.

The subway work will represent an outlay of some \$3,000,000 and, according to Mayor Curley, more than 500 men will be employed on the job, which it is anticipated will require 2½ years for completion.

The Mayor was unable to induce the Civil Service Commission to waive regulations so that men with large families who are on the State list may be employed. Preference, however, will be given to men who served in the Army, Navy and Marine Corps during the war.

At the formal start the Mayor will speak briefly concerning the work, first authorized by the Legislature in 1905 and again in the last session, by which the tunnel will be extended out Commonwealth av and Beacon st to relieve congestion at the Four Corners.

NEW MUNICIPAL BAND WILL PLAY ON COMMON TUESDAY

The newly organized Boston Municipal Band will make its first public appearance next Tuesday afternoon in a concert at the Parkman band stand on Boston Common from 12 to 2 o'clock. It is a 60-piece band and is under the direction of Walter Smith, who is director of the Aleppo Temple Band. All are union musicians. They will wear a dark blue uniform. The program of the concert follows:

March, "National Spirit"	Hummel
Overture, "William Tell"	Rossini
Selections from "Sweethearts"	Herbert
Euphonium solo, Aaron Harris	Selected
"A Hunting Scene"	Bucalossi
"Dance of the Hours" from "La Gioconda"	Ponchielli
Trumpet solo, "The Carnival of Venice"	Stalgers
Walter Smith	
Selections from "Aida"	Verdi
Fantasia on "Maryland"	Short
March, "The Stars and Stripes"	Sousa

HEALTH AUTHORITY CALLS ON MAYOR

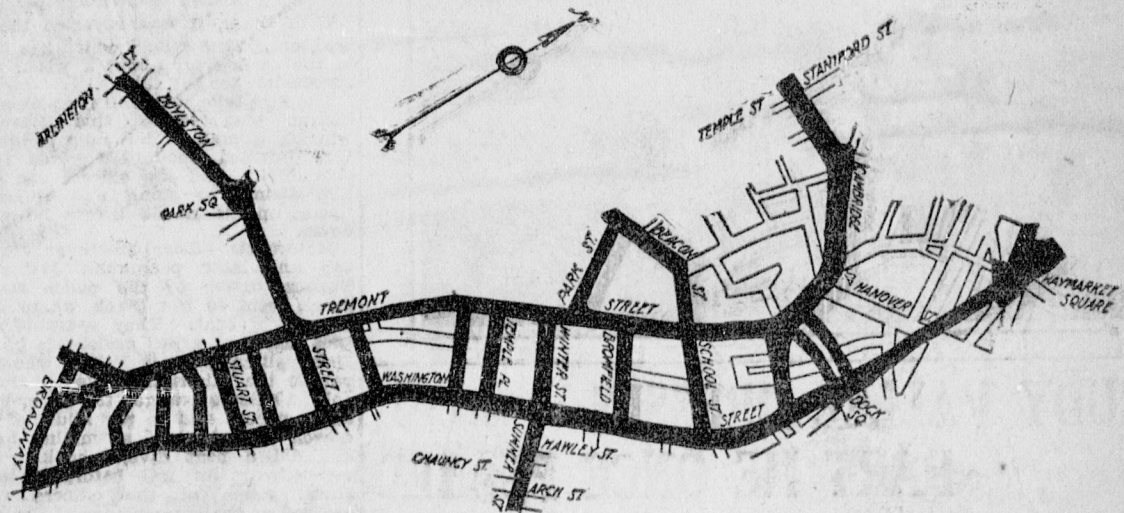
Mayor Curley was visited yesterday by Prof. J. G. Sleeswyk, head of the public health department in the Technical University at Delft, Holland.

The professor is in America on a four month study of health service in the principal American and Canadian cities.

GLOBE 7/20/30

BOSTON'S NEW TRAFFIC LIGHTS IN EFFECT TODAY

Down Town District First to Get Automatic Stop And Go Signals—Timed So Cars May Be Driven 17 Miles An Hour



MAP OF DISTRICT IN WHICH TRAFFIC SIGNALS START WINKING EARLY TODAY

Police Commissioner Hultman issued a general order yesterday to the police, informing them of the suggestions made by Traffic Commissioner Joseph A. Conry as to the operation of the new automatic traffic signals on Washington, Cambridge, Tremont and Boylston sts, known as unit No. 1, which will be put into operation at 10:30 this morning by Mr Conry, who will turn the switch at City Hall.

The instructions compiled by Traffic Engineer John F. Hurley point out that it is not the purpose of the signals to do away with traffic policemen, but that in order to assure their success, full cooperation of the Police Department must be obtained.

This is particularly so regarding parking in the areas between the intersections on the thoroughfares on which lights will be in operation.

Parkers Must Move

The police are urged to keep the parkers on the move, so that there will be no interference with through traffic. The order suggests rules as to handling traffic at intersections, where there are peculiar traffic movements.

The lights at present have been set so as to allow a clear passage for vehicles, travelling at the rate of 17 miles an hour. This is a tentative rate and tests will be made to determine the most efficient speed for the system.

The signal system has been set up to favor the through movement of traffic in Washington and Tremont sts. A through movement has also been arranged through Boylston st, through Summer st and Winter st and through Beacon st and School st. These movements will be favored so that vehicles will continue on these routes without stopping.

The signal system about to be placed in service in downtown Boston includes Washington st from Broadway to Haymarket sq; Cambridge st and Tremont st from Staniford st to Broadway; Boylston st from Tremont st to Arlington st, and Summer st from Washington st to Arch st.

The lights do not turn on all green or all red at one time, but the time is arranged so that a vehicle proceeding on Washington st for instance, will meet a green light at each intersection if it moves at 17 miles per hour. Various tests will be made during the first few weeks that the signals are operating, to determine which is the most efficient speed for this system. It may be eventually set slightly lower or slightly higher than 17 miles an hour.

Pedestrian Periods

At each intersection a period has

been set aside for pedestrians. Pedestrians will have the exclusive use of the intersection when the red and yellow lights are showing at the same time.

There are 41 intersections in Unit 1. All intersections except one have two periods for vehicles. When a green light is showing on one street, a red light is showing on the intersecting street. Just before the lights are about to change, a yellow light will show with the green light, which will be a warning period. When this yellow light comes on, operators of vehicles moving on that street must stop if it is possible to do so without jamming on their brakes.

The intersection of Arlington st and Boylston st has three periods of vehicular traffic. Boylston st has one period and each side of Arlington st has a separate period because of the heavy left turn from Arlington st into Boylston st, eastbound. The sequence of colors is the same at this intersection as at all other intersections.

At some of the intersections in Unit 1 there are peculiar conditions or peculiar movements of traffic which require the particular attention of the officer at that intersection. The following is a list of these intersections:

WASHINGTON, STUART AND KNEELAND STS.—The left turn from Stuart st into Washington st runs with Washington st traffic. There is a left arrow in the signal facing Stuart st.

WASHINGTON, SUMMER AND WINTER STS.—The right turn from Washington st into Summer st runs

DEMOCRATS TO IRON OUT STATE TICKET JULY 28

State Committee Calls "Conference" for Worcester in Line With Fitzgerald Plan

Behind closed doors and transoms, in windowless Myers Hall, Tremont Temple, yesterday afternoon, the Democratic state committee voted to hold a "conference" at Worcester on July 28 to discuss the party's ticket in the coming state election.

The meeting was called by and presided over by Chairman, Frank J. Donahue.

It was primarily to pass upon the proposal of ex-Mayor John F. Fitzgerald, candidate for the party's nomination for governor, that a conference of leaders be called to arrange for placing the strongest ticket in the field.

Heated oratory added to the atmospheric conditions within the closed chamber. Reporters were barred but the familiar and stentorian tones of Martin M. Lomasney, the "Mahatma" of the West End, could be heard in the corridors.

ONE CANDIDATE PRESENT

He tossed a "monkey wrench" into the gathering when he announced, that neither he nor his candidate (presumably Thomas C. O'Brien, former district attorney, who is a candidate for U. S. senator) would abide by the findings of the conference.

He was later heard in favor of the adoption of a resolve (which was eventually ruled out of order) against the London naval treaty.

Mr. Lomasney was one of a few prominent Democrats at the meeting. John F. Fitzgerald was not present; Joseph E. Ely of Westfield, mentioned as a candidate for governor, was not present; nor were other candidates, except Marcus A. Coolidge of Fitchburg, aspirant for United States senator.

Mr. Ely was represented by DeWitt Dewolfe of Spencer. Joseph

H. Maynard, former chairman of the Democratic city committee of Boston, was in the gathering, as were Strabo V. Claggett, former candidate for State auditor, and Mrs. Colin W. McDonald, vice-chairman of the State committee.

MANY TO ATTEND

The question of the makeup of the "conferees" took an hour or more, and amendment after amendment caused the list to include about every Democratic official in the State. It is estimated that the "conferees" will number 800 or 900.

Democratic State committee members, 142 in number, were first voted as conferees.

Democratic members of both branches of the Legislature were then added.

Then in order came:

The Democratic member of the governor's council.

Democratic congressmen and senator.

Chairmen of Democratic city and town committees.

Democratic mayors of the State, Democratic councillors and aldermen of cities.

Chairmen of the various Democratic city and town ward committees.

Democratic county officers.

Democratic selectmen of towns in the State.

And last but not least all former candidates for governor.

FIREWORKS OVER TREATY

The "fireworks" came when Thomas H. Buckley of Abington offered a resolution against the London naval pact. Points of order were raised by several, among them Charles H. McGlue, former State chairman, and John H. Backus of New Bedford. Chairman Donahue ruled the resolve out of order. An appeal was taken from his decision. Mr. Lomasney, in old-time style, defended the resolve, but on a voice vote the decision of the chairman was sustained.

Talk after the meeting was to the effect that the large number of conferees, as voted, might make it difficult to arrive at a practical solution of the present scramble for the Democratic nominations and put the damper on the Fitzgerald plan.

No candidate, it was stated, will be bound to abide by the decision of the conference.

BARRY IN RACE

Possibility that Mr. Fitzgerald might withdraw from the contest for governor and run for the senatorial nomination brought to the fore a number of candidates yesterday.

Edward P. Barry, former lieutenant-governor, took out nomination papers for the Democratic nomination for governor.

The name of James Jackson Walsh, former Democratic candidate for governor, loomed up as a possible candidate for governor.



Strabo V. Claggett

OLD ANCHOR OF KEARSARGE HONORS NAVY

Tops Memorial on Strandway
Presented to City by
Veterans of '61

MEN OF 3 WARS THERE

Mayor Curley Accepts Shaft;
Speeches by Old Soldiers;
Women Place Wreaths

Representatives of the G. A. R. Navy Department, Spanish War Veterans, American Legion and Veterans of Foreign Wars participated in the dedication of the Kearsarge Memorial at Strandway, Aggpole, Boston, yesterday.

The monument was accepted by the city by Mayor Curley. Edward A. Diver, commander of the Kearsarge Association, acting as master of ceremonies, presentation of the monument to the city was made by David King, 88, oldest veteran of the navy and boatswain of the association. It was unveiled by Miss Agnes E. Barry prior to its acceptance by Mayor Curley.

The monument consists of a square granite base upon which is mounted the anchor of the Kearsarge. The inscription reads:

"In memory of the men who served in the Navy during the Civil War, 1861 to 1865, in honor of the members who served in the Navy during the Spanish-American War and the World War this memorial is erected by the Kearsarge Association of Naval Veterans, 1930."

Wreaths were placed upon the monument by Mrs. A. Bateman on behalf of the Kearsarge Auxiliary, and Mrs. Ethel Browne, president of Tent 36, Daughters of Union Veterans of the Civil War.

The opening prayer was by James Kerrigan, ensign, U. S. N. R. F.

Lieut.-Gov. William S. Youngman delivered the Commonwealth's tribute to the men who served in the navy. Other speakers were Congressman John W. McCormack, Emory G. Grosswold, senior vice-commander, United Spanish War Veterans; Alvin C. Howes, commander, State Department, G. A. R.; Clement Norton, representing the Department of Massachusetts of the American Legion, and F. D. Carey, representing the Veterans of Foreign Wars.

PHILADELPHIA CITY BUSINESS CLUB MEMBERS RECEIVED BY MAYOR CURLEY



MAYOR CURLEY PINNING SOUVENIR MEDAL ON SAMUEL T. BANHAM, PRESIDENT OF CITY BUSINESS CLUB OF PHILADELPHIA, AND GROUP OF BUSINESS MEN AND THEIR FAMILIES.

A group of 25 members of the City Business Club of Philadelphia with their wives, and also the secretary to the Mayor of the Quaker City, arrived in Boston yesterday on board the steamer Alleghany, of the Merchants & Miners Transportation Company, on a week-end visit. The steamer was delayed two hours by fog encountered in Buzzards Bay.

The party was met at the pier by John T. Scully, director of industry of the City's Industrial Bureau, and were taken in buses to City Hall where they were received by Mayor Curley. Each of the visitors were presented a Tercentenary badge.

Later the party went to Wayside Inn, Sudbury, for luncheon, returning in time to connect with the Alleghany, which left on her return trip to Philadelphia shortly after 5 p. m.

Among the visitors were Sam T. Banham, president of the City Business Club of Philadelphia, and Harry T. Rotenbury, secretary of the club; William Thatcher, secretary to Mayor Harry Mackey of Philadelphia; Mr and Mrs Max Rosenthal, Dave Triester, Mr and Mrs George Campbell, Mr and Mrs Harry Mace; Mr and Mrs A. L. Banham, Mrs A. E. Glaub and Miss Lola Jones.

WILL MAKE PUBLIC STATEMENT ON TAXES

Essential elements that enter into the computation of the tax rate each year are explained in a letter to Mayor Curley by Neal J. Holland, principal assessor. The letter follows:

"The request of the joint committee on municipal finance of the Boston Chamber of Commerce and of the Boston Real Estate Exchange for a statement to be issued by the City of Boston showing the essential elements that enter into the computation of the tax rate each year has had our consideration.

"The form of computation in use by the Board of Assessors has been the custom for over 25 years and has been in use more particularly for the purpose of determining the elements for division of the tax rate into that for city purposes, school purposes, county purposes and State purposes. However, in order that a clear statement should be available for the citizens the Board will undertake—upon the announcement of the tax rate—to prepare a public statement showing, in simplified form, the various elements that enter into the making of the tax rate. The Board will also incorporate such statements in its annual report as a matter of record."

BLACK WATCH SENDS THANKS FOR HOSPITALITY

Mayor Curley received a letter yesterday from Lieut Col Hugh M. Wallis, who commanded the battalion of the Canadian Black Watch that participated in the Tercentenary parade, extending the thanks of the battalion to the residents of the city for the reception the outfit received during its brief stay here. The letter follows:

"On behalf of the Boston detachment of the Black Watch (RH) of Canada, I wish to thank you and the citizens of Boston for the very cordial reception and hospitality that you extended to us on our visit at the beginning of the week. The hospitality of the Bostonians is well known, but that accorded to myself and my detachment exceeded anything that we imagined possible.

"The officers, noncommissioned officers and men will always have pleasant memories of your charming city and I am sure that our visit will help to cement the cordial relations that already existed between your people and ours."

THOMAS J. A. JOHNSON CITY'S OFFICIAL GREETER

Following the example of New York, Boston now has an official greeter who will see that distinguished guests of the city are royally welcomed and entertained. Mayor Curley yesterday appointed to the newly created post, Thomas J. A. Johnson of Mt Vernon st., Beacon Hill.

Mr Johnson, in the opinion of the Mayor, is eminently fitted for the position. He is a bachelor, sportsman, and accomplished after dinner speaker. He has an elaborate yacht and a large Summer home and estate at Magnolia.

Mr Johnson, through his connection with the Johnson Marble Company of Cambridge, is widely known in the business world. He was recently appointed to the Board of Port Authority.

With the creation of the position of official greeter the Mayor feels that much of the burden of entertaining visitors to the city will be taken off the shoulders of the Public Celebrations Department.

Mayor Breaks Ground for Subway Extension



Mayor James M. Curley and his son, George, breaking ground for the new subway extension near Governor square, Kenmore station, today. A group of Elevated trustees and traction experts and officials look on.

Uses Silver Shovel in Starting Governor Square Work

Wielding a suitably engraved silver shovel Mayor Curley today broke ground for the subway extension at Governor square, Kenmore station, today.

Surrounded by a crowd of workmen and officials and engineers of the Boston Elevated and the Boston transit commission, the mayor, flinging off his coat, attacked the ground through which will be projected a more efficient connecting transit link between Boston and Brookline and Newton.

CURLEY SPEAKS

The mayor was introduced to the crowd by Capt. Thomas Sullivan, chair-

man of the transit commission, after the latter made a few remarks on the significance of the extension. Mayor Curley then spoke, stressing the linking of Boston and Brookline and Newton and its importance in furthering a Greater Boston. His praise of Sullivan was high.

Removing his coat and balancing the silver shovel handed to him by Sullivan, who acted as master of ceremonies, Mayor Curley sank the implement into the earth and dropped the first shovelful into a loading bucket. With another shovel his young son, George Curley, duplicated the act, and a second bit of soil dropped into the bucket.

WHITING SPEAKS

E. E. Whiting, acting chairman of the Elevated trustees in the absence of Henry I. Harriman, then spoke for the trustees. He emphasized the obvious spirit of co-operation between the stockholders and management of the railway and the trustees and transit commission and the mayor and expressed the hope that all interested parties would henceforth be on the same basis.

He said the mayor worked solely for the people, and the trustees and the railway to give the people the best possible service.

Following the brief address, Whiting swung the silver shovel, and so did Sullivan, Ernest Johnson, a trustee; Corporation Counsel Samuel Silverman, Engineer Springer and several others.

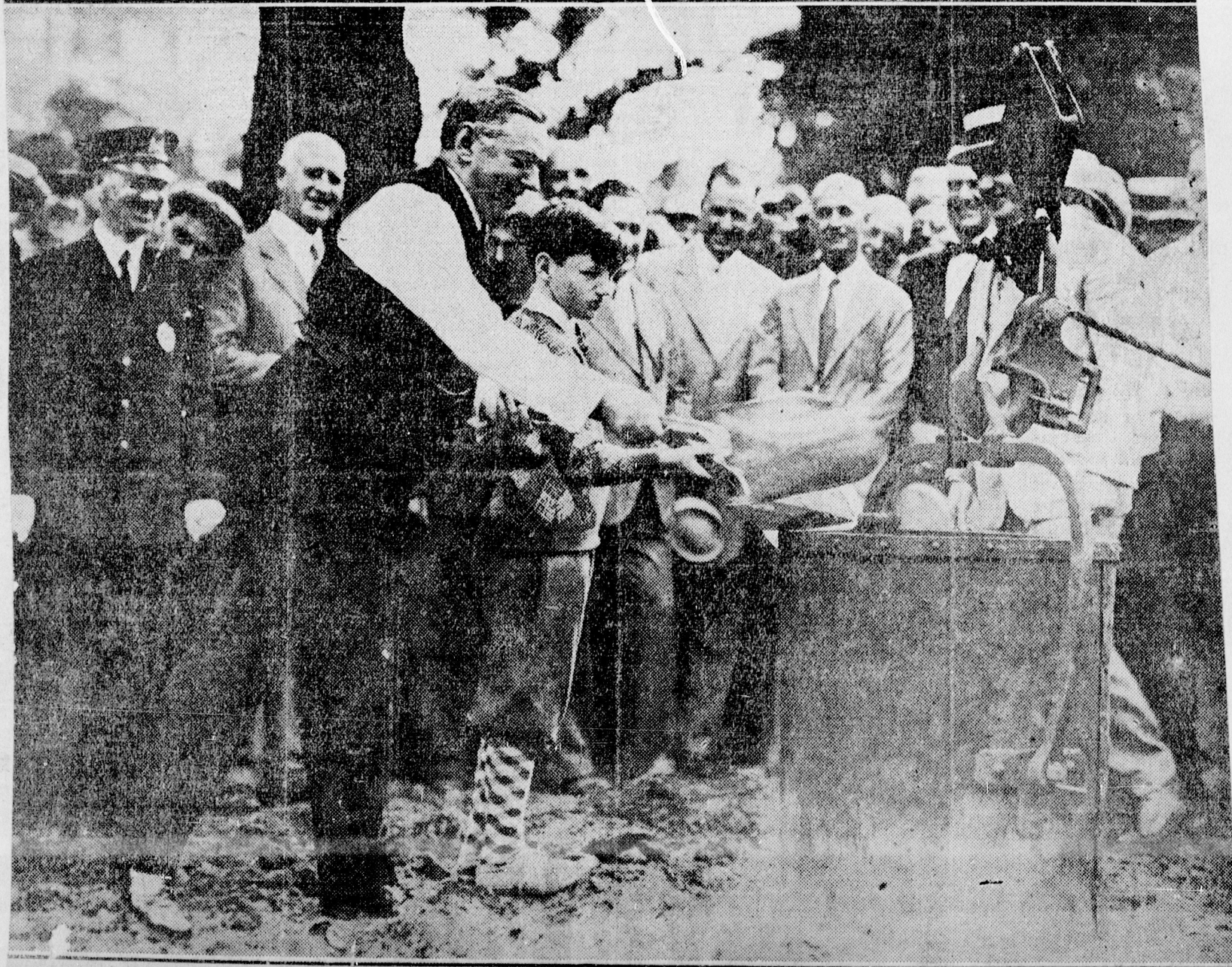
The ground was broken between Commonwealth avenue and Charlesgate, where the first work is to be done. It was announced by Whiting that the fears that the trees along the streets were to be mowed down are without grounds. Several of the trees must be removed, but many of them will remain.

parking in a forbidden area likewise is a menace.

"Passenger cars are permitted to stop for a reasonable length of time to take on and let off passengers, and commercial vehicles are allowed to stop 20 minutes for the purpose of taking on or putting off merchandise in the zone," he said.

Among the guests who attended the formal inauguration of the lights in the City Hall sub-basement and who toured the traffic area and attended the luncheon were Cornelius A. Reardon, secretary to Mayor Curley; Irving Mack and Guy Kelsey of the American Gas Accumulator Company, Elizabeth, N. J., contractors for the system; Allen Wood, Sr., president of the Boston Automobile Club; Chief H. A. Rutherford of Brookline, City Electrician Timothy O'Hearn of Cambridge, Ellerton J. Brehaut, manager of the chamber of commerce civic bureau; Commissioner of Public Works Joseph A. Rourke, Earle Major of the Franklin A. Snow Company, in-

Mayor Turns First Earth in Governor Square Extension



Mr. Curley and His Son, George, Ply Their Spades to Mark Beginning of the Long-Awaited Project That Will Do Away with Traffic Congestion in Governor Square by Extending Present Subway.

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of half a century ago, the grain that formerly flowed through Boston and swelled the exports, is now diverted to these other cities. He would have been told also that uniform steamship rates to north Atlantic ports contribute to this condition of depriving Boston of the advantage that should be hers as the nearest of the great Atlantic ports to the ports of northern Europe. More than that it would have been made clear to him that in place of "wrangling" Boston for ten years has been through orderly procedure endeavoring to have this handicap removed, and that the effort goes forward.

But Boston, while its imports are many times its exports in large measure because of this discrimination, is doing more business year by year and the few figures quoted here show that it is a business of impressive proportions. When imports alone are considered, Boston stands very near the top of the list of all the ports.

Where Thousands Take Ship

There remains the question of passenger traffic. Bearing on that, some Shipping Board figures are of interest. Here are the arrivals and departures in overseas traffic during the calendar year 1928. They total for Boston 31,467. Baltimore had a total of forty; Philadelphia, 525. New York, with its total of 900,465, is in a class by itself. The passenger traffic of the other North Atlantic ports sinks into insignificance in comparison with that of Boston. A visitor from the Pacific coast may be interested in the showing of ports there. Arrivals and departures in over-

seas traffic totalled 6942 at Los Angeles; 38,604 at San Francisco, and 11,375 at Seattle.

In that year 1928, 97,000 persons traveled by water between Boston, and points in Canada, the West Indies and Middle America. No other Atlantic port approached these figures, again leaving New York out of consideration.

Boston has been a port of importance in the overseas passenger traffic since the Cunarder Britannia in 1840 established a service that has been continuous and has been supplemented by that given by many other lines. It is significant that both in Baltimore and Philadelphia the lack of such passenger traffic as that enjoyed by Boston has recently caused movements for the establishment of locally owned lines of passenger-carrying vessels.

What Boston Folk Should Know

A statement contained in the government study of the port to which reference has already been made may be quoted to conclude these sidelights on the maritime business of Boston. Changes may have occurred since the report was written, but the passage is substantially accurate. It is as follows:

Boston has regular steamship service to and from European, West African, Far East, Australian and South American ports, and coastwise and intercoastal service. There are eighteen lines offering service to European and Mediterranean ports with the majority of sailings either monthly or semi-monthly. One line operates a monthly schedule to West African ports, three lines to the Far East, one to Australia on an irregular schedule, and three lines to South America for the carrying of freight only. There are eight lines operating in the coastwise traffic to and from Boston, each of which serves ports not reached by the others. There are three lines which maintain service between Boston and Pacific coast ports.

While this article has been written primarily to set right a visitor who took interest enough in the port to ask questions about it, and whose mistaken idea of it might very probably be shared by others of the guests of the summer, what has been said should be taken to heart by Bostonians. It ought not to be the case that when the stranger reports that he saw only ferries and a fishing boat in the harbor he should be given the impression by native sons that craft of that kind and the coastwise steamships are all there are. The efforts which are properly being made to increase still further the business of the port should not be permitted to blind the people of the city to the business that is already measured in millions of tons and hundreds of millions of dollars.

Nor should Boston forget the numerous activities that center in the port when it comes to the repairing and building of ships. A visitor from the Pacific probably would listen with interest if told that at Quincy, city of ships as well as of Presidents, two great liners are building to ply the ocean on the other side of the continent in service between California and Australia.

AMERICAN 7/21/30

SHOVEL FIRST EARTH FOR EXTENDING SUBWAY

Thousands of Spectators at
the Ceremony of Beginning
Work for 500 Persons

Actual work on the \$3,100,000 extension of the subway from Governor sq. was begun today after Mayor Curley, in the presence of 2000 spectators, turned over the first shovelful of earth and his son, George, nine, turned the second.

The ceremonies marking the start of the project that will relieve traffic congestion in Governor sq. and require two years to complete were followed by start of work by 50 laborers.

Mayor Curley spoke briefly on the progress of Boston's rapid transit system since he first held

More Money Given for Garrett Case

County Asked for \$30,000 but
Mayor Provides Only
\$20,000

More money for use in the apprehension of former Patrolman Oliver B. Garrett, fugitive from justice, was provided by Mayor Curley in a supplementary municipal budget presented to the City Council this afternoon, totalling \$796,593. The Superior Criminal Court, in its request for more funds, specified \$30,000 for the Garrett case, but the mayor decided that \$20,000 would be sufficient.

The supplementary budget was particularly needed at this time by the unprecedented demands upon the Overseers of the Public Welfare and the Soldiers' Relief Department, due to continued unemployment. The former department is given \$500,000 additional and the latter, \$125,000. The mayor hopes that both departments will be somewhat relieved by the opportunity of employment in the construction of the Boylston-street tunnel extension beneath Governor square, which was started today.

Mayor Curley was obliged to provide an additional \$50,000 for the Boston celebration of the Tercentenary, as the appeal for public subscriptions has not reached the volume expected. The original appropriation was \$75,000 and the committee went to work on that basis. So costly were the plans as they shaped that a month ago the mayor took charge of the situation and made the various allotments, providing for the more urgent needs and saying that the condition of the treasury would not warrant the necessary funds.

As much which the Tercentenary committee desired to do came under the usual scope of the public celebrations work, the \$100,000 appropriated for that purpose has been a great help. In addition, the city appropriated \$45,000 for the Founders Memorial to be dedicated on the Beacon-street side of the Common, Sept. 17, and \$20,000 for special bronze memorial markers.

There have been several deficits in departmental appropriations in matters that could not be foreseen at the time the regular budget was adopted, so the mayor is providing \$73,231 addition in the order of today. The total additional appropriation for county expenses is \$48,362.

office in 1914. Among officials present were members of the Boston Transit Commission and of the Brookline Board of Selectmen.

Also present were Ernest Springer, chief engineer on the job; E. E. Whitney of the Boston Elevated Park Commissioner William P. Long and Traffic Commissioner Joseph A. Conry.

Upward of 500 men will be employed on the project, which, when completed, will see the subway extended under Governor sq. to the railroad bridge on Beacon st. and a point opposite the Beth Israel Synagogue on Commonwealth ave.

From Los Angeles to Boston Harbor

Tercentenary Visitor Not Impressed With View Over the Water—Sees Little Activity—When He Asks Questions He Gets Misleading Answers—Is Not Told of the Extent of the Water Front or of the Commerce Measured in Millions of Tons and Hundreds of Millions of Dollars—Wherein Is a Lesson for Boston

By Frederick G. Fassett

AMONG the Tercentenary visitors to Boston is a gentleman from Los Angeles who evidently, when he visits a city that is new to him, wants to know more about it than the tourist who is content with fleeting glimpses of its significant buildings, and, perhaps, some stray bits of information concerning its history, its present activities, and its chances in the future. Our visitor, having seen the parts of Boston ordinarily shown the stranger within the gates, bethought himself, as he says, that the city was on the ocean and he went down to view the harbor. In a letter to the Transcript he sets forth his impressions and repeats what he was told by someone who, it would seem, gave him a garbled version of the facts. The letter is as follows:

A Perplexed * as Angeleno

To the Editor of the Transcript:

As a Los Angeleno visiting Boston for the first time, I have run into a situation here that interests and perplexes me. I write to your columns in the hope of finding the answer. One hears so much of your splendid history, that it may be lacking in tact or something to speak of your future at this time, but I'll run the risk. After seeing the fine historical buildings and beautiful Beacon Hill, it occurred to me—no one had mentioned it on my tour—that Boston was on the ocean, so I went to see your harbor. That day, practically the whole traffic was ferries, tugboats, the King Philip, the Eastern Steamship boats, and one or two others.

I was told that this was not at all an unusual day's business. I assumed that there must be something very much wrong with the harbor floor. On inquiry I discovered that from physical properties, there is hardly a finer port on the coast and there is a thirty to forty-foot channel throughout. Well, what under the sun was the matter then? On questioning various people, no specific answer was given. I was told in general that the harbor authorities, the railroad people and the Interstate Commerce Commission did, from time to time, discuss the subject, but all anyone knew was that it always ended in a wrangle.

As Los Angeles Did It

Though I know the cases are altogether dissimilar yet, if you will excuse the proud attitude, in Los Angeles a few years ago, we didn't have any harbor at all. Public sentiment was aroused, daily advertising on the front page of our newspapers was

used. In the end, we dredged a harbor and now do a tremendous amount of business, but no greater than your Boston port should.

Why is it—I cannot see—with a perfect harbor and apparently excellent train services, either actual or potential, doesn't Boston handle the exporting and importing for Chicago and other Mid-Western cities? Why do you let New York, Philadelphia and Baltimore have it all? With your saving of a day's sailing from the States to Europe, with the proper sort of advertising, I should think that a prodigious tourist trade could be yours. Then of course if the harbor could really be booming, the city would profit in numberless other ways.

Cannot the forces, which stand in the way of this be frankly exposed and fought? It is so hard to fight if you don't know your enemy when you meet him, and I can't find out from your people who he is. A clear statement of the case, with plenty of paper publicity could, it seems to me, do wonders for your grand old town. Will some one, who really knows the situation, please enlighten me, give me the real reasons for this splendid harbor's evident neglect? Couldn't a forum, perhaps, be instituted right in these columns for threshing out the problem? It merely disgusts me to think that some faction is keeping the city back. I shall be around New England the rest of the summer and shall be pleased to see my answer and other opinions in this column.

JOHN R. THOMAS

As Boston Is Advertised

Consider in the first place the impressions that this visitor will carry away with him if he is not told the whole story. He is not the only Tercentenary guest who will gaze upon the waters of the harbor. Others may see broad expanses of it without moving craft upon them save for the ferries and the steamboats bound to and from Nantasket. But it is a false picture which magnifies the ferry boats and the excursion steamers to the exclusion of the craft that carry the commerce of the port. For the benefit of the gentleman from Los Angeles and others of the visitors who may gain the impression that the harbor is used for purposes of trade hardly more than it was when the colonists sent back the ships that had brought them from England, it is pertinent to present certain facts.

In passing it might be said that to see the harbor of the port of Boston requires considerable traveling. The letter of the visitor from Los Angeles gives the impression that he went to Atlantic avenue and looked over the water from somewhere along that thoroughfare or the wharves adjoining it. If that was the case, he saw very little of the harbor.

Its shore line is 141 miles in length. It sweeps around the old city and provides berthing places for shipping in the Charlestown and Everett shores to the north. It extends along the South Boston shore, where are the great Commonwealth Pier and the Army Base, now largely used for commercial purposes. A score of ocean carriers might be tied up at these two terminals without being visible from Atlantic avenue. A natural harbor such as that afforded by Boston Bay and the rivers flowing into it permits a diffusion of shipping not possible in the restricted area of the harbor artificially created. It leaves great open spaces that, when the view is confined to them, may give the impression that the harbor is nearly deserted.

As Figures Tell the Tale

Presumably our friend from Los Angeles would be interested in some of the figures that tell the story of the commerce of the port. It would be unkind to ask him to read many of them in the midst of his vacation. A few may be presented.

Take the value of foreign trade by customs districts for the calendar year 1928, the latest for which the figures are at hand. The imports and exports in the Boston district that year were of a value of \$321,097,271. This compares with \$208,998,153 for Baltimore, and \$304,062,467 for Philadelphia. It may especially interest the visitor from Los Angeles to be told that the value of imports and exports in the Los Angeles district that year was \$196,299,592, or less than one-third the Boston value.

There are various methods of computing the volume of business at a port. Measuring it in terms of tonnage is one of them. The revised study of the port of Boston published in 1929 by the Corps of Engineers of the United States Army and the Bureau of Operations of the United States Shipping Board, summarizes the water-borne commerce of Boston harbor for the year 1927 as 2,954,636 tons in foreign trade and 13,644,467 in coastwise traffic. The coastwise traffic includes 866,382 tons moved from point to point within the harbor. The figures are all in short tons.

Distorted by Differentials

The ideas of the gentleman from Los Angeles appear to have been distorted not only by the fact that he saw only the ferry boats, the fishing boats and some coastwise steamers, but also by what appears to have been a somewhat garbled account of the famous case of the rail differentials. Had the story been correctly told, he would have learned that here is a handicap which makes it the more remarkable that last year the port of Boston did a greater business than ever before. He would have discovered that because of the lower rates given Baltimore and Philadelphia on the railroads, as the result of the railroad war

Governor Sq. Work Begun by Mayor Curley

**Son George Helps Him Turn
First Earth in Rapid
Transit Project**

No Jobs for the Lazy

**But Mayor Hopes Veterans in
Distress Will Benefit by
Project**

Lacking the ostentation and ceremony usually associated with the beginning of large civic projects, but not less impressive thereby, the official breaking of ground for the Governor square rapid transit extension was undertaken at nine o'clock this morning by Mayor Curley and his son George, before a small group that assembled on the Massachusetts avenue side of the Kenmore station. In the group were Park Commissioner William P. Long, Traffic Commissioner Joseph A. Conry, Colonel Thomas F. Sullivan, chairman of the Boston Transit Commission and others who have been identified with the Governor square matter since first undertaken. The Boston Elevated Railway was represented by Edward E. Whiting and General Charles H. Cole, two of its public trustees.

Mayor Curley made an address just before turning the first spadeful of earth in which he reviewed similar public works projects of the past, such as the East Boston tunnel and the Shawmut Branch extension, which had proved of inestimable value in the expedition of traffic.

The mayor said he hoped the opportunities for employment opened by the Governor square project would be of material benefit in relieving the distress of those who served their country in time of war as members of the Army, Navy and Marine Corps. He referred to the common tendency that has arisen in the business world to speak slightly of the World War veteran as a productive unit. "You hear it said that the veteran doesn't want to work any more," Mr. Curley declared, adding that he did not subscribe to the truth of the statement. He said veterans had done commendable work on such jobs as the one about to be undertaken and there was no doubt but that they would acquit themselves in the same manner here.

No Jobs Through "Pull"

The mayor's remarks followed a short speech by Colonel Sullivan and he assured the head of the Transit Commission that there would be no interference with its work either by himself or anyone connected with the city administration.

He did insist, however, that everyone employed on the Governor square job perform a proper day's work in return for the compensation obtained, he said. That was the only sound business basis to go on. Nobody would be given a job through "pull" or political preferment, or by any other under-cover method.

In the absence of Chairman Henry I. Harriman of the Elevated trustees, Mr. Whiting made a few remarks, stating the "El's" viewpoint on the Governor square proposition. It was just another instance of giving the public what it wanted, he said, exactly as had been done for those living in the Dorchester-Milton section by the development of the Shawmut branch extension. He knew of a case, he said, where the management of a public service company had found that by furnishing paper towels of a certain length to its patrons, the water from their hands would drip down inside their sleeves, with the result that no one wanted to use the towels and the company saved money thereby in direct proportion. The Boston Elevated had no desire to do business this way, said Mr. Whiting. It wanted to give real service.

This ended the speaking and Mr. Curley and George, who is a student at the Public Latin School, stepped forward and thrust their shovels, the metal parts of which were of silver, into the loose earth where steam shovel operations are to begin. George's shovel was smaller than his father's but he plied it just as vigorously.

"Aha," said the mayor, "I see somebody has softened this up for me. This is the kind of dirt I like to dig." A dozen camera shutters clicked as his honor tossed loam into a big iron bucket, lowered by a crane. Turning around, Mr. Curley caught George reading the inscription on the handle of his shovel and, probably remembering what he had just said about a full day's work, said, "Come, come, George. Dig in and help me turn some of this up." George complied immediately.

Engravers Open Convention Here

Fifty representatives of local unions in the principal cities of the United States and Canada were present at the opening of the Thirty-Eighth Annual Convention of the International Plate Printers, Die-stampers and Engravers Union of North America at the Hotel Statler today. The convention will continue through Saturday, concluding with a banquet on Saturday night.

President Peter A. Foley of Local 3, Boston, welcomed the delegates to this city and the greetings of Mayor James M. Curley were extended by Thomas A. Mullen, after which the business sessions opened with Herman Neisner of Philadelphia, the international president, in the chair. The sessions today were devoted to routine business, including the appointment of various committees. The election of officers will probably take place on Wednesday, and the other sessions will be devoted to discussion of different subjects pertaining to the printing and engraving industry. The union includes all forms of steel and copper plate engraving and printing, as well as embracing all intaglio processes of reproduction, and many of the members are employed in the government bureau of engraving of the United States.

William A. Dazell of Boston, is chairman of the convention committee, and John J. Conroy of the Boston union, is chairman of the publicity committee.

Peters-Fitzgerald Ticket Still Talked

When the Democratic harmony conference assemble in Worcester next Monday as the result of the State Committee's decision here on Saturday, it is expected that a strong movement will be advanced early in the proceedings to evolve a ticket with former Mayor Andrew J. Peters for governor, former Mayor John F. Fitzgerald for United States Senator, and Joseph B. Ely of Westfield for lieutenant governor. This line-up was one of the predictions made before the State committeemen met in Tremont Temple, Saturday, to decide on the feasibility of holding a harmony assembly and the proposal gained momentum Saturday, in the opinion of many of the conferees.

The present indications are that the harmony meeting, which will be largely representative of party leaders, candidates, members of the Legislature and Democratic mayors, will work out a party-designated ticket and then leave it to the voters to pass on the conference judgment as against the availability of other candidates who may insist on running.

Opposition to the movement for a Peters-Fitzgerald ticket, of course, will be strong and already the friends and supporters of Ely insist that he run for nomination for governor, not lieutenant governor.

There are indications also that Thomas C. O'Brien, Joseph F. O'Connell, and Marcus A. Coolidge, aspirants for the senatorial nomination, will not withdraw. Friends of O'Brien insist that he will come out of the conference with the meeting's indorsement of him as the senatorial candidate. In this connection it is stated that Martin Lomasney who favors O'Brien for the Senate would be willing to support Mr. Coolidge for governor, though strongly opposed to him as a senatorial candidate.

Mr. O'Brien has formally entered the race with an announcement of his campaign platform in which he stands for repeal of the eighteenth amendment. He is opposed to entangling alliances with foreign nations, or the entrance of the United States into the League of Nations, and promises support of a five-day week and a six-hour day, together with unemployment insurance for all industry of seasonal nature, as remedies of the unemployment situation.

One of the developments in the primary campaign yesterday was an announcement that Attorney Charles S. Murphy of Worcester, candidate for the Democratic nomination for lieutenant governor, has the support of Mayor Curley of Boston. The statement was made by John Curley, Mayor Curley's brother, who represented the mayor at an outing of 6500 Eagles held at Attorney Murphy's summer camp in Paxton under the auspices of Worcester Aerie. Mr. Murphy advocated a forty-hour week as a solution of the unemployment problem.

Congressman William J. Granfield, chosen in the special election in the Second District last February, may have to campaign against a woman candidate next fall. Mrs. Ella M. Roberts of Springfield has come out for the Republican nomination for Congress in the district. She is the first woman candidate for a Congressional seat in this district and will run as a dry against Frank C. Hinkley of West Springfield, wet, and Mayor William F. Felker of Northampton, dry, who were eliminated in the primary last winter.

TRAFFIC LIGHTS INAUGURATED; NO TROUBLE

Cars Move Smoothly on
First Day—Expect Few
Delays Today

17½-MILE RATE WILL
AVOID RED SIGNALS

Arrangement of Series
Provides Continuous Drive
Through Entire City

Described by experts as "the most flexible and up-to-date traffic control system in America," the traffic lights in Boston's downtown district were switched on at 10:30 yesterday morning by Traffic Commissioner Joseph A. Conry. Even the fire apparatus of the city will follow the lights.

Because of the light Sunday traffic and advance publicity, little difficulty was experienced with the lights yesterday, and no serious traffic snarls ensued. However, it is expected that today will be "blue Monday" for more than one traffic officer in the congested district as the inevitable problem of adjustment to the lights begins.

ARRANGED IN SERIES

The lights are arranged in series, so that a motorist driving at a uniform speed of 17½ miles an hour can drive from Arlington street through Boylston and Washington streets to Haymarket square without stopping or slowing down once—providing no "road mope" or "jaywalker" gets in his way. Similarly, a driver may proceed from Staniford street through Cambridge and Tremont streets to Broadway without slackening his uniform 17½-mile rate—if nothing goes wrong with his automobile or the cars or pedestrians in front of him.

The 17½ mile gait is only tentative, and may be speeded up or slowed down later, if it is seen that adjustments are necessary. John F. Hurley, city traffic engineer, said that it will probably be speeded up late at night, and perhaps slowed down a little when the streets are unusually slippery or in extremely bad weather. It is not expected that the traffic speed will be slackened during the rush hours, however.

Henry A. Fox, chief of the Boston fire department, was delighted by the flexibility of the lights demonstrated to him yesterday. He said the fire apparatus of the city will follow the lights at present, as he is afraid a serious accident might occur if they took

priority at street corners where the red light was on. He expects the fire machines will make better time at the 17½ mile speed than they did when the drivers were permitted to make 25 miles an hour where possible.

EXPECT FEW HITCHES

Authorities warned the public not to expect traffic to adjust itself to the new signal system without a few hitches at first. There are bound to be delays until the "mopes" catch onto the knack of driving at the uniform speed.

Experts say that the pedestrian gets a better "break" under the Boston system than in any other large city in the country. For instance, at Summer and Winter streets on Washington, during 35 seconds of the entire 80-second cycle, the amber light shines for foot traffic. This period is reduced to 10 or 12 seconds at corners where fewer pedestrians cross. New York and many other cities do not display an amber light for the pedestrian, requiring him to follow the motor traffic on the green light.

No right or left turns are allowed on the red lights except at intersections where green arrows have been erected indicating that such a turn is allowed. This avoids a serious accident menace, it is claimed. Moreover, the motorist cannot gain time by speeding, since he will be continually overtaking red lights if he exceeds the established 17½-mile rate.

MAY BAN HORSES

The gradual disappearance of automobiles with planetary transmission and proposed banning of horse-drawn vehicles in the traffic light area are expected to aid the traffic flow. When everything is working according to the theory of the engineers, all vehicular traffic will be in motion in both directions all the time.

The slight pressure of the engineer's finger on a controlling lever at the main switchboard in the sub-basement of the City Hall annex is sufficient to increase or decrease the length of the cycle throughout the entire area. Under the short 80-second cycle, delays of more than 35 seconds are not anticipated when drivers have become used to the system.

The tendency in all cities is toward shorter cycles instead of two-minute and three-minute periods, experts said. The tendency in other cities where the system has been installed is to speed up traffic as years go by. In Detroit, for instance, many boulevards are now regulated for a uniform speed of 33 miles an hour. Buffalo traffic has been speeded up from 19 to 26 miles an hour.

TO URGE UNIFORM SPEED

Boston, however, with its narrow, crooked streets, is not likely to find its traffic in the downtown section speeded up to such a high rate of speed. As soon as a permanent rate has been decided upon, signs will be erected along the streets urging "mopes" to maintain the uniform speed. A few emergency 17½-mile warnings will be put up today.

Trolley cars stopping to discharge or take on passengers have "gummed up" the series arrangement in some cities, but there are no surface lines on any of the Boston streets now equipped with lights. It is expected that truck and taxi drivers will soon get used to the length of the traffic cycle, and will

know just when to shift and start, and when to start around corners. One of the reasons for abandoning the idea of slowing down traffic speed in the rush hours is that the city traffic officials do not wish to confuse drivers who have become accustomed to driving at a set rate.

An automobile tour taken by city officials yesterday was a distinct success, and marked an auspicious beginning for the system. In spite of the fact that automobiles were parked "double" in front of Tremont street churches in defiance of the law, and in spite of trucks backed up to the curbing on Washington street, the cavalcade of city automobiles moved at the uniform rate through those two thoroughfares without missing a single green light, and without slowing down or stopping. And this in spite of the laggards who lolled along wondering what it was all about.

CONTROL AT CORNERS

Besides the central cycle-control at city hall, the period allowed for various types of traffic at each of the 41 intersections may be adjusted to suit local conditions from a control box situated at the corner. Thus, if it is found that the average number of pedestrians at a certain corner needs more time to cross, the amber light may be kept on longer. If more vehicles travel on a main street than on the cross-street, the green light may be turned on for a longer period on the busier thoroughfare so long as the entire round of lights keeps within the set 80-second cycle.

Traffic policemen can turn off the lights at any intersection where an emergency or traffic tangle arises, thus making the system the most flexible yet devised, officials said. J. N. Paul, representative of the Tokheim Oil Tank & Pump Co., of Fort Wayne, Ind., builders of the control units, said that Boston presents the most difficult problem he has encountered in any American city, but that the local system incorporates benefits derived from the mistakes made previously in other cities.

Traffic policemen will be stationed on the sidewalks rather than in the centres of intersections so that drivers will keep their eyes on the lights instead of on the police. The lights will not supplant the police, but will merely relieve them of the duty of directing traffic except during emergencies.

The duty of the police will be to prevent jaywalkers from wandering out into the streets while traffic is moving on green lights, to keep automobiles moving at proper speed, and to prevent illegal parking between lights. Authorities are confident that they will be able to reach the "notorious jaywalkers" at Summer and Winter streets to obey the lights.

"Mayor Curley's phrase, 'private interest must yield to public good' ought to be written on the top of every copy book page in our public schools," declared Commissioner Conry, who addressed a luncheon of traffic officials at the Copy-Plaza following the tour. "With these lights operating successfully and the wise parking rules recently recommended by Mayor Curley put into effect, Boston will emerge from the ox-cart age and soon take the lead among the cities of the world to direct traffic from the air."

The suggestion has already been made that all horse-drawn vehicles be excluded from the area between Washington and Tremont, Stuart streets and Scollay square. The immature boy who drives recklessly exposes himself and every one in his way to danger. The person who creates a fire hazard by

HERALD 7/21/30

Boston's New Greeter Is Sure New York Has Perfect Model

Herald Man Doubts Whalen
Can Outgreet or Out-
sartor Johnson

FINE YACHT, BYRD CREW, FOR VISITORS

By STANLEY WOODWARD

Thomas J. A. Johnson, poised on the brink of the social maelstrom which will attend his performance of the role of "Boston's Grover Whalen," says that he doesn't care much for the title of "greeter," but has nothing in particular to suggest in its place.

He thinks that New York's exemplary Whalen is one to be emulated, a veritable personification of the arts and crafts of polite hospitality, but he doesn't know Grover personally and therefore is not in a position to huddle with him at once on the matter in hand.

As soon as the visitor to the Johnson summer house at Magnolia is ushered into the presence, it becomes automatically evident that Mayor James M. Curley is a born picker of "greeters."

Boston's official welcoming committee of one is a suave, pleasant and erudite man of young middle-age, obviously capable of conversation on any given subject himself.

The meagre stock of information about him which he is not disposed to supplement, has it that he is the nation's "marble king" (building, not ringer), that he has travelled to all parts of the world and back and that he is on terms of social intimacy with people of all strata. It is often said of him—"Johnson, he gives good parties."

PARTLY RETIRED

He apparently is sated with wealth and is at least partly retired from business. He cruises on land in an imported motor and on sea in a handsome schooner yacht, The Carib, which includes in her crew three members of Admiral Byrd's south polar expedition. His appointment to the port authority briefly ante-dated that as "greeter."

He was asked yesterday to suggest a more acceptable name for the latter position and pondered the question. "You might call it 'official aide to the mayor in welcoming guests to the city,'" he said. "That is pretty long but I cannot think of anything shorter without placing myself in danger of a nickname which is to be avoided."

"The mayor himself is a most delightful host and is capable of adapting himself to any circumstances. I imagine that I shall go along with him when he meets centenary visitors, or possibly act for him when he is unable to be on hand."

"I am sure that Mr. Whalen is a perfect model for an official welcomer. He commands a salary of \$50,000, you know."

In some ways Boston will have two strikes on New York in the welcoming department. The Whalen goes to bat-

tle down the harbor with his spats on the deck of a city tug. He chapters the visiting fireman uptown in whatever automotive vehicle the city may provide.

The Johnson, however, can if he



THOMAS J. A. JOHNSON

desires, go down to Minot's in his own Diesel schooner with Byrd's Antarctic expedition lined up at the rail. Moreover he can pilot his guests overland in a foreign car with a shining supercharger that screeches like a pack of hungry wolves.

A RATTLING ARGUMENT

It is very doubtful, too, that Grover will be able to outgreet, outconverse or outsartor Thomas. At any rate the Boston entry is equipped to put up a rattling argument.

If there should come a time when it became necessary to greet an Italian notable, for instance, our boy would be particularly well cast, for he speaks Italian as well as English. He even can adapt himself to the manifold dialects—the Sicilian, the Calabrian or the Neapolitan.

"When I finished my schooling," he said yesterday, "I set up a bank in the North end, at 3 North square. Our business was almost wholly with foreigners, mostly with Italians. I picked up the language naturally and now I can speak as fluently in Italian as in English."

"A little bootblack used to come in in the morning, point to something and ask its English name. I exchanged words with him. Then I talked with others and finally fell into the language. During the war I assisted the draft board as Italian interpreter."

"That was the only public position I ever held until I was appointed to the port authority and this other thing. I like being welcomer or whatever you call it because I enjoy being associated with Mayor Curley."

GLOBE 7/21/30

EAGLES TOLD CURLEY SUPPORTING MURPHY

Candidate for Lieut Gov
Host at Paxton Camp

Special Dispatch to the Globe

WORCESTER, July 20—Attorney Charles S. Murphy of Worcester, candidate for the Democratic nomination as Lieutenant Governor of Massachusetts, has the support of Mayor James F. Curley of Boston for the nomination and Mayor Curley hopes to see attorney Murphy as the next Lieutenant Governor of this State, said John Curley, Mayor Curley's brother, who represented Mayor Curley at an outing of 6500 Eagles held at attorney Murphy's Summer camp in Paxton today under the auspices of Worcester Aerie.

Attorney Murphy, who is worthy president of Worcester Aerie and State trustee of the Eagles, addressed the gathering on Fraternalism and on the Old Age Pension Act. He urged that the Eagles, who fought for enactment of such legislation for many years, now should endeavor to have the bill stipulate that the pension age for men should be reduced from 70 to 65 years and that of women be set at 60 years. He also advocated a 40-hour week as a solution of the present unemployment and announced he will advocate this in his campaign for the Lieutenant Governorship.

Other speakers were Marcus Coolidge of Fitchburg and Joseph F. O'Connell of Boston, candidates for the Democratic nomination as United States Senator, and James A. McCarthy of Worcester.

NEW TRAFFIC SIGNALS O. K.

Meet First Day's Test Without Hitch—Expect Confusion Today—Perilous to Jaywalkers

Without the slightest hitch Boston's latest venture in automatic traffic signals, said to be the most modern in the entire world, went into effect yesterday in the downtown section.

Fulfilling every promise made for the system, traffic travelling at a rate of 17½ miles an hour, sped through the system northbound on Washington street, and southbound on Tremont street without a single stop. Northbound traffic in Tremont street had only two stops. One of these was a brief stop at Boylston street and an 80-second stop at School square which had been predicted.

EXPECT CONFUSION TODAY

Forebodings of more serious trouble for the next few days were made known late in the day at a dinner at the Copley Plaza Hotel attended by persons who had been engaged in installing the new system. Confusion which will result in a certain amount of delay is expected today until motorists become familiar with the new system.

All city officials were agreed yesterday that the new system will solve the problem of speeding traffic through the downtown section. No stop of more than 80 seconds is demanded at any point in the system and only enough cars will be allowed to enter the system at one time that can pass through the entire length without a stop.

This may mean a double wait of 80 seconds for persons in a long line waiting to enter the system, but is certain to be a much swifter means of passing through to the opposite end.

More Peril to Jaywalkers

Today, when the regular weekday traffic fills the street with vehicles the system will have its first real test. Police Commissioner Hultman, a member of the Traffic Commission, has promised every aid to make the new system a success.

The worse condition with which the

system will have to contend will be that of jaywalkers in the shopping district. With the system speeding cars through the chances of injury to jaywalkers has been considerably increased. Commissioner Hultman has agreed to place four men at Washington and Summer streets to force pedestrians to remain on the sidewalks until the signal is given for them to cross. The same number of officers will be on duty at Boylston and Tremont streets to enforce the mandate of the lights for pedestrians there.

Unusual Aid to Pedestrians

At both of these intersections more than one-third of the time period of signals will be for the crossing of pedestrians. At other crossings the foot traffic get less consideration as the number of persons crossing per hour is reported less by checkers.

In making this provision for pedestrians the traffic officials call attention to the fact that Boston is the only large city in the entire country that gives even a single second for foot traffic to cross the streets. Other cities force foot traffic to cross while traffic is flowing through the opposite street.

Fire department engines and ladder trucks on the way to fires will conform to the new regulations, according to Chief Henry A. Fox, unless the new system fails to live up to the promises made for it.

Will Aid Fire Apparatus

At the present time, according to Chief Fox the fire engines respond to fires at a rate of 25 miles an hour, but in the downtown section ruled by the new lights the speed is much less than that. Under the new system of 17½ miles an hour Chief Fox believes that apparatus will reach the scenes of fires at a much greater average speed than in the past.

In the past, fire engines have had to pass traffic signals set against them in order to get to fires. Under the new system, the traffic officer will have full control of the posts on his corner. In case of a serious fire, he can shut off lights at the intersection and run the traffic as best he can to get it out of the area surrounding the fire. Each traffic policeman has been equipped with a key to the traffic boxes in case of emergency.

Traffic towers at Summer and Washington, Boylston and Tremont, and Arlington and Boylston streets will be

taken out of the streets as soon as possible, to allow traffic a free movement in those streets. Traffic policemen will be kept out of the street, by direct order of the traffic commission. This will be done on the theory that policemen standing in the street will divert the attention of the motorists from the lights and result in confusion. Policemen have been instructed not to interfere with the traffic, but to give all their attention to seeing that pedestrians obey the lights and that motorists do likewise.

From the time that the lights were on officially at 10:30 a. m., yesterday, until late last night, not a single motorist had been reported for violation of the rules. Almost from the first minute that the lights went into effect the traffic moved smoothly through the system.

Commission Has Test Trip

Following the switching on of the signals by Traffic Commissioner Joseph A. Conry at the control board in City Hall Annex, members of the traffic commission and more than a score of guests drove through the entire system from Stanford and Green streets, West End, without a stop, the red lights dropping to green as the chauffeurs sped along at the regulation speed.

Washington street could not be tested, for its entire length, due to the fact that the street is being resurfaced from Stuart to Boylston street, but the traffic commission and their guests made the trip from Boylston and Arlington streets, through Boylston to Washington street, and through Washington street, northbound, without a single stop, until the end of the system was reached at Haymarket square.

Master Traffic Board Controls

Traffic Commissioner Conry last night made an appeal to the public to use Washington street when northbound and avoid the two stops which are necessary when travelling in that direction on Tremont street.

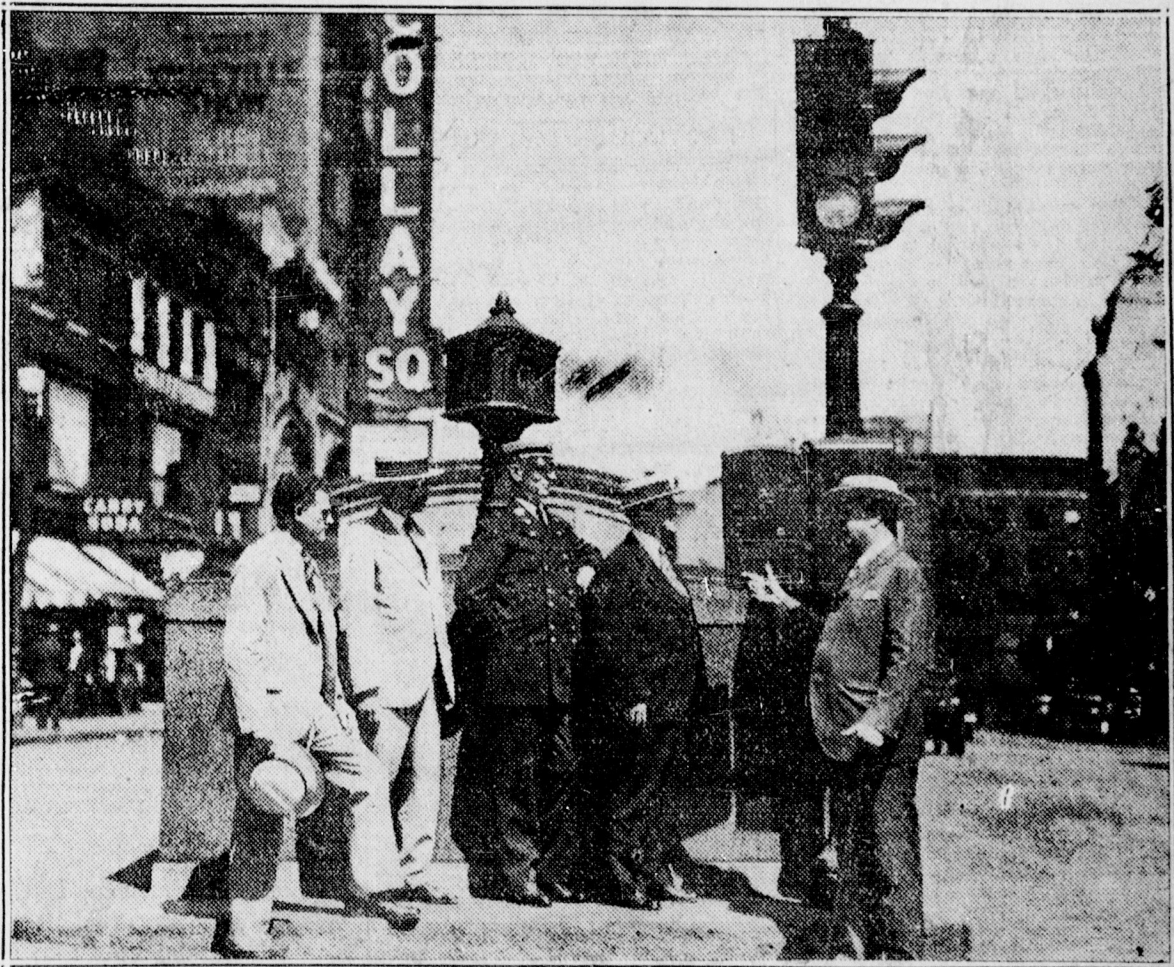
The system of traffic lights which went into effect yesterday is controlled by a master traffic board in the basement at City Hall Annex which is arranged to meet the greatest emergencies. The board is built in triplicate with automatic throw-overs which guarantee continuous signals even though one of the controls should short circuit.

In the event the system is running on the first board and should short circuit, the system automatically jumps to the second board. In the event of further trouble it jumps to the third board. In each case an alarm bell rings to warn of the trouble.

The system runs on a 2300-volt high tension line which is attached to a transformer bringing the voltage down to the 125 volts required to run the system. Three other lines carrying 125 volts, direct current and running through a transformer to make it alternating current, are also attached to the board for use in case of emergency. These cables switch in automatically in the event of trouble on the main high tension line. An alarm bell rings in this case, also, to warn of the trouble.

POST 7/21/30

Boston's New Traffic Signals Get First Test



TRAFFIC COMMISSIONER INSPECTS TRAFFIC LIGHTS AT SCOLLAY SQUARE

Traffic Commissioner Joseph A. Conry, extreme right, showing interior of signal box at Scollay Square, part of new traffic light system downtown, to city officials. Left to right: John F. Hurley, traffic engineer; Joseph A. Rourke, public works commissioner; Henry A. Fox, fire chief of the city; Cornelius A. Reardon, clerk in Mayor's office, and Mr. Conry.

HERALD 7/21/30

AT GOVERNOR SQ. TODAY

Whether His Honor uses a shovel or a pneumatic drill or some other implement for excavation is a matter of indifference to us. What counts is that the little ceremony to be acted this morning at Governor square will signify the beginning of the construction of one of the greatest of all possible traffic improvements in the metropolitan district and one for which the long-enduring public has waited for eight years. The extension of the Boylston street subway beyond the intersection of Beacon street and Commonwealth avenue will facilitate the movement of traffic both under ground and on the surface at the worst tangled and most vexing point in the city, and one which lies at the threshold of what should be about the finest, as it is one of the most-used, entrances to the business centre.

we must wait three years for the completion of the work, but we shall wait with a measure of patience lacking heretofore because we shall know that the transit department is pushing the job forward as rapidly as possible. The scene this morning will be the first public token of the happy consummation attained several months ago when all the parties having a major interest in the project, the city, the trustees and the directors of the Elevated, came together in full agreement on a plan which the General Court ratified. Let it not be forgotten that this is not an improvement of value only for the municipality of Boston; it is a gain for the whole metropolitan district.

MAYOR AND GEORGE CURLEY BREAKING GROUND FOR SUBWAY



Everyone is smiling at the Mayor's advice except, perhaps, the boy.

ADDITIONAL BOSTON BUDGET

Mayor Submits Request for \$800,000

A supplementary budget will be submitted by Mayor Curley to the Boston City Council at its meeting this afternoon, calling for the expenditure of nearly \$800,000 in the rest of the year. Included in this budget are the following items: Overseers of the Poor \$500,000, for soldiers' relief \$125,000, for the tercentenary celebration \$50,000, for various city departments \$73,000, and for the county and courts \$48,000. Miscellaneous items and odd figures bring the total close to the \$800,000 mark.

Mayor Curley will also submit to the City Council this afternoon an order for \$110,000, in connection with the Center-st widening, on which plans are now being made for the land-takings. This sum is the 10 percent of the loan which is required to be taken from tax receipts before the loan itself can be made.

MAYOR CURLEY TURNS FIRST SOD

Several Brief Addresses Made at Scene

Divesting himself of his coat and laying aside the dignity of chief executive of a great city, Mayor James M. Curley joined the ranks of brawny workers this morning and in his shirt sleeves turned the first shovelful of sod as the initial step in the work of extending the present Boylston-st Subway past Governor sq. The Mayor's son, George, youngest of his family, joined his father in the earth-turning demonstration at the intersection of Charlesgate West and Commonwealth av, Back Bay. Looking down at the youngster manning a boy's sized shovel, the chief executive of the city gave him this fatherly advice, "There's nothing like starting right, George." Everybody laughed.

City officials in great array were at the scene of the brief, informal exercises. All took a turn at pitching the dirt until the Mayor called a halt, saying that if they didn't there wouldn't be any work for the skilled laborers and the unemployed. Chairman Thomas J. Hurley of the Board of Street Commissioners hadn't had his turn at the shovel up to that point, and he ventured to drive the shovel into the earth; but Mayor Curley called out, "Hey, there, Mr Chairman, you had better hold on to the job you have."

Closer Link to Suburbs

Thomas F. Sullivan, chairman of the Boston Transit Department, presided, and the excavation began with the raising of a flag on the builder's administration building by young George Curley. Then the Mayor and his son got busy making the dirt fly. Others who raised a shovelful included officials of the Elevated Railway and the city.

Mayor Curley, in a brief address, said that he hoped that the subway extension would link Boston more closely with Brookline and Newton, and that it would make for more favorable public opinion, for there was no question that it would be a great aid to transportation and the process of construction would give a large number of unemployed men the steady work they have been looking forward to for many months.

AIRPORT BUILDINGS TERMED "UNFIT"

Fire Hazard in Army and National Guard Structures, Report Says

Fire exposure hazard in the United Army and National Guard buildings at the Boston Airport, is severe. The four buildings are obsolete and unfit for the purposes intended, and should be removed or replaced by modern structures, according to a report made to Mayor Curley today by Fire Commissioner Edward F. McLaughlin.

The report follows a personal inspection of the airport by the commissioner and Chief Henry A. Fox, Asst. Chief Henry J. Power, Supt. of Maintenance Edward E. Williamson and Supt. of Fire Alarm George L. Fickett.

There are 10 buildings at the airport, two occupied by the National Guard, two by the army, one as an administration building and the others by flying services. The commissioner reported that with the exception of the army and National Guard buildings, the exposure hazard from fire, considering the nature of the contents, is normal.

Water Supply Important

The report is lengthy and the commissioner stresses the importance of adequate water supply to the airport and lack of automatic sprinklers in the various commercial buildings. He makes many recommendations and declares that if they are followed many of the present fire hazards will be overcome.

Regarding the water supply the commissioner said:

"At present there are but three hydrants in the immediate vicinity of buildings to be covered on field. Two of these hydrants are at the south side of the commercial hangars and one at the west side rear of army hangars. The source of supply is through an eight-inch main connected to a 12-inch service at Maverick and Jeffries sts., and terminates in dead ends on the field. It also supplies the sprinkler system into two large hangars. The 12-inch service at Jeffries and Maverick sts. is considerably removed from flying field and serves a congested wood frame dwelling section.

"Previous to the taking over of the airport by the city of Boston there was an eight-inch service for hydrant supply that extended into that section which is now the flying field. This service has been abandoned.

"The present service is inadequate, due to the fact that there is no circulation and the capacity of the main would be unequal to the supply of water necessary for a serious fire in any of the building on the field. This would be all the more serious if a building equipped with automatic sprinklers was involved by fire. If one or two pumps are connected to the system they would take away the water necessary for sprinkler operation. Likewise should one or more buildings be involved by fire it would then become necessary to connect a number of

pumps at Maverick and Jeffries sts., entirely robbing this section of supply. If for any reason the supply on Maverick and Jeffries sts. was temporarily shut off the airport would be without hydrant service. It would then become necessary for fire apparatus to take suction from the harbor if tide was right for that purpose. Assuming that all the buildings on the field were equipped with automatic sprinklers, as they should be, and a fire involving several buildings occurred, then this system with its low pressure and dead ends would be helpless. At present even at high tide fireboats would be unable to approach near enough to be serviceable."

Recommends Sprinklers

The commissioner recommends in his report that automatic sprinklers be installed in all buildings and the present eight-inch service be hooked up to the abandoned eight-inch service and looped to 12-inch mains on Jeffries and Maverick sts. in order to create circulation. This would also allow for flush hydrants on field side of hangars. With an eye to the future development of the port, the commissioner also recommends that the capped 24-inch main at the foot of Porter st., two blocks from the field, be extended to meet the present system as recommended.

In the case of the two buildings occupied by the Curtiss Wright Flying Service the commissioner recommends that they be equipped with an approved system of automatic sprinklers, that the location of the air suction connected with the hot-air heating system be changed to external wall or outer air, and that one of the buildings be equipped with more exits.

The changing of the location of the air suction from the hot-air heating system to an external wall, or outer air, is the principal recommendation in the cases of the buildings occupied by the East Coast Aircraft, Skyways, Inc. and the Colonial Air Transportation. East Coast and Skyways are equipped with sprinkler system and the

commissioner recommends that one be installed in the Colonial Building and also that the workbench should be removed and repairs made in some place other than the hangar.

The report recommends that the three public fire alarm boxes in service at the port be auxilialized so that each building would be covered by a box which would eliminate loss of time in sending out a fire alarm.

Because of the fact that the nearest piece of fire apparatus to the airport is located at Orleans and Summer sts., the commissioner anticipates the establishment of a fire apparatus unit at the airport. In this respect he said:

"Airplane crash fires present a serious risk wherein the time element is extremely important. If these fires are to be controlled and if human lives are to be saved, prompt action is essential. Observation of test fires and appreciation of the seriousness of the risk involved lead us to recommend, as adequate protection, a motor apparatus unit of at least two-ton capacity."

This apparatus should hold a water tank, "booster type," of 250 gallons capacity preferably; a hose body for storing powder pails, extinguishers, etc.; two foam generators, eight pails of foam generator powder, a booster type water pump; 200 feet of 1½-inch discharge hose; two discharge nozzles, four 2½-gallon foam extinguishers and six carbon dioxide gas extinguishers, according to the commissioner.

Suggests Emergency Boats

Referring to the approach to the airport, Commissioner McLaughlin said: "Having in mind the future development of the airport and the fact that the approach is very much limited and roundabout for fire apparatus or other vehicles, I would suggest that Porter st. be extended as far as flying field. This would bring fire apparatus or other vehicles from center of island district direct to west side of field, thereby eliminating loss of time and congestion."

The commissioner also suggested that two emergency boats be located at the airport for use in accidents where planes fall into the water. He stated that one should be located at the bulkhead east of the flying field and the other at or near the landing raft south of the airport.

The report places the approximate value of the property to be protected at the port as follows:

Administration building	\$200,000
Curtis No. 1	100,000
Curtis No. 2	80,000
Skyways	100,000
East Coast	100,000
Colonial	110,000
Army	50,000
State Guard	40,000
Auto trucks, etc	40,000
Contents of buildings	100,000
Airplanes, 93	1,860,000
Total	\$2,750,000

PORT OF BOSTON

By CARL MORRISON

The harbor is getting a good example of Mayor Curley's policy of having Boston shipping construction needs handled in our own localities whenever possible.

In the Atlantic Works of the Bethlehem Corporation in East Boston, are being built two boilers and two engines for the new Boston ferryboat, and also two boilers for the new police boat. Local engineers say that this is the first time in some years that the city has given such work to a local concern.

The ferryboat itself will be constructed at Fore River. The frames are "bent" now and affairs will soon be ready for the laying of the keel. This keel-laying would be a good means of advertising the city if Mr. Scully's publicity bureau gets into action to arrange for some kind of public ceremony.

We understand that the American Legion has some suggestions for the naming of the new ferryboat. Harbor people generally concede that the Legion properly should be recognized in this respect.

NEW TYPE FISHERS

The Booth Fisheries on the Boston Fish Pier have two new fishing trawlers under construction at Bath, Me., which are due to be ready at the end of this year. The trawlers will be 125 footers with Diesel engines. They will be the "last word" in fishing craft.

BOOSTS THE PORT

Capt. George Lord of the Port Authority paid a visit yesterday to the Cunard freighter Maiymo, here from India with cargoes of burlap, rubber, tea, rattan and other material typically Indian. Capt. Smith was invited to express his views on the harbor. He complimented Boston on her speedy despatch of cargo, which handling he said was the equal of any port he had visited. He especially referred to the small amount of breakage. He enjoys entering the harbor, which he says is very accessible. He was enthusiastic about the radio compass functioning outside. When asked about his ideas regarding the proposed new sea laws, he replied that the project of ship lanes impressed him as being practicable.

MAYOR FORBIDS SACCO MEETING

Declaring that the Sacco-Vanzetti case is ended forever as far as Boston is concerned, Mayor Curley today denied a request of the International Labor Defense for a permit for a memorial meeting at Parkman Bandstand on the Common August 22, the third anniversary of the execution of the two men.

The request was received today from Joseph Block, secretary of the defense organization.

"The cases of Nicola Sacco and Bartolomeo Vanzetti were disposed of by the courts of Massachusetts and they are ended forever," the mayor said.

"If any persons desire to discuss these cases they have the privilege of doing so by hiring a hall. They will not be permitted to use the Parkman bandstand for that purpose."

The mayor granted the request of Harry Cantor, chairman of the agitation propaganda committee of the Communist party of America, for the use of the bandstand on Aug. 1, between 6 and 7 p. m., for a protest meeting against the dangers of imperialist war. He also granted the request of Belle Lewis of the Workers International Relief for the use of the bandstand at noon Sunday for a sympathy meeting in connection with the strike of textile workers in Yorkshire, Eng.

'RUSSIAN NIGHT' IN SYMPHONY HALL

Polished Performance Given At Short Notice

In spite of the brief time permitted them for preparation, the artists who last night presented the program for "Russian Night" held under the auspices of the Massachusetts tercentenary commission in Symphony hall displayed a polished performance which richly deserved the reward of being called a vest-pocket edition of Chauve Souris.

A full Russian stringed orchestra under the vivacious leadership of Lt. Boris Berestneff, who arranged the music, accompanied by Mme. Berestneff at the piano, played uninterruptedly for an hour of folk, Gypsy and polka dances and a potpourri such as the Russian is accustomed to at home.

The Volga Boaman's Song, as seldom heard in Boston; Cossack and sword dances by Messrs Matveenko and L. Kreinin, soprano solos by Mme. A. A. Schlikevitch, noted opera singer, and popular Russian songs by M. Goremika received ovations from the audience of more than 2000 which attended the last but one of the series. Mile. Nina Parfenoff, in her stately polka dance, scored tremendously.

Miriam Nelson Park, widely known Quincy concert singer, featured the observance of "Finnish Night," in conjunction with the Russian program. Mayor Curley made his appearance simultaneously with that of the young Finnish singer and remained until she had finished her group of songs and several encores.

Tonight, the last of the series of presentations, will be given the most unusual and interesting of all the programs, that prepared by the Ukrainian group. The ethnology of this strange people has developed bizarre and semi-Asiatic traditions. Their folk songs, accompanied by instruments peculiarly their own, will be new to Boston.

TRANSCRIPT 7/22/30

Memorial Arch Near Faneuil Hall

It was decided today by Mayor Curley and the Tercentenary subcommittee on decorations that a triumphal arch should be erected in Adams square, in commemoration of the founding of the Massachusetts Bay Colony, and that decorative columns, as planned, should be erected at prominent places on the route over which the Tercentenary processions, as well as the Knights of Columbus and American Legion processions, will pass.

Many varying views had been expressed in the councils of this committee for the last two months over the plans for decorative effects, the mayor having allotted more than \$15,000 for that purpose. Before the meeting today there was a feeling that the arch should be erected at Columbus avenue, Arlington and Stupart streets, where it could be seen from six angles. The mayor was impressed with that view until he was informed that the processions would pass through Faneuil Hall and Adams squares.

Immediately came the suggestion from him, which was unanimously approved, that "no more impressive memorial to the men who made Faneuil Hall and stimulated American liberty" could be devised.

The Tercentenary committee will confer with the officials of the American Legion and the Knights of Columbus in the furtherance of their plans, hoping to find co-operation in the construction of the memorial arch.

TO ERRECT ARCH IN FANEUIL HALL SQ.

Mayor Curley Announces Dec-
oration Plans for Legion
and K. of C. Meetings

Tremont st. will be an "Ave-
nue of States," an historical arch
will be erected in Faneuil Hall
sq. and 40 ornamental columns
will be erected in squares in the
downtown section of the city as
part of the tercentenary decora-
tion program, Mayor Curley an-
nounced today.

The "Avenues of States," one of
the most colorful affairs of its
kind ever constructed in this city,
will be one of the principal decora-
tive features of the parades of the
Knights of Columbus and American
Legion conventions.

The historical arch to be erected
in Faneuil Hall square will be so
constructed that its chief decora-
tive features can be changed to
conform with the character of the
various celebrations to be held
here during the remainder of the
Tercentenary observance.

Announcement of his plans for
the numerous decorations was
made by the mayor following a
conference at City Hall with offi-
cials of the American Legion and
Tercentenary decoration commit-
tees.

KEYNOTE AT WORCESTER PARLEY

Senator Is Expected to Take
Lead in Conference; Curley
Will Keep "Hands Off"

Senator David I. Walsh, in ac-
cordance with assurances given
Chairman Frank J. Donahue of
the Democratic State Commit-
tee, is expected to attend the
Democratic conference next

Monday at the Bancroft Hotel.
Worcester.

From a source close to the Sena-
tor it was learned today that Walsh
is attending to odds and ends in
Washington following the special
session and will come to Boston in
time for the Worcester get-togeth-
er.

After a short stay in Massachu-
setts, the Senator plans, it is un-
derstood, to go west to campaign
for the re-election of his friend,
Senator Thomas J. Walsh, of Mon-
tana.

WILL URGE HARMONY

From the standpoint of the
senator's past activities, his con-
tribution to the Worcester meeting
will be a plea for harmony in the
ranks for victory in the November
election. Undoubtedly he will de-
liver the keynote address from the
national angle.

Under no circumstances, it is
further understood, will Walsh, who
is a strong believer in the direct
primary, interfere in the scramble
for the nomination for governor or
senator.

While the situation facing the
party is embarrassing to Walsh, it
is even more so to Mayor Curley,
who, if reports are true, will take
no part in the primary or the pres-
ent attempt of some of the leaders
to pick a State ticket.

FRIEND OF ALL THREE

The Mayor, it is known, is friend-
ly to Joseph F. O'Connell, former
Mayor Fitzgerald and former Dist.
Atty. Thomas C. O'Brien. O'Con-
nell and O'Brien are both candi-
dates for the Senate nomination,
while Fitzgerald, who has been flirt-
ing with the governorship, seems
likely to be picked as the con-
ference's choice for the toga.

The mayor's projected trip to
Europe, however, will remove him
for a part of the time, at least,
from the scrimmage area.

At the Democratic state head-
quarters clerks were today finish-
ing up the last batch of notices to
the men and women entitled to
take part in the deliberations at
Worcester. Between 800 and 900
party stalwarts are expected to be
in attendance.

THE COST OF GARRETT

Oliver Garrett has been one of the most
expensive individuals ever attached to or de-
tached from the Boston police department, and
the end is not yet in sight. The harm which
he did to the morale and the reputation of
the force was great, and one of Commissioner
Hultman's most difficult tasks will be to undo
the damage which accumulated over a long
period. Nor is the dollar-and-cents aspect of
the case negligible. When the Attorney General
Warner's inquiry ended, the cost to the Com-
monwealth was about \$16,000.

It appears now as if that was only a be-
ginning of a long, costly process. The outlay
for the search of Garrett in the last ten days
of July was about \$2000, and the bill for a five
day quest in New York was \$500. The supple-
mentary budget of Mayor Curley has an item
of \$20,500 to cover the possible expenses of
locking for Garrett until the end of the year—
and, even so, the mayor reduced by \$10,000
the sum which was requested.

If Garrett should be arrested and brought
to court, the expenses would be about \$200 a
day, for there are more than 60 government
witnesses, and the defence would probably have
a formidable array. Just how long the trial
would continue it is not possible to say, for
Garrett's counsel is resourceful and experienced
in the ways of the criminal courts. A Herald
writer who has investigated the outlay to date
and the probable disbursements in the event
that Garrett should be tried estimates that the
total expense, first and last, might amount to
\$60,000.

Whether the expenditure of \$20,500 in further
trailing of Garrett is advisable seems open to
question. In reducing the requested appropria-
tion by \$10,000, the Mayor indicated that he
believed that the sum asked was excessive. That
is not to say that he or any other good citizen
is lacking in a desire to have Garrett arrested
and tried, and the whole miserable mess put
out of the way once for all. Everybody wants
to have the case settled definitely, and "in-
fluential higher-ups," who are said to have an
interest in keeping Garrett free are anonymous
and probably non-existent. The fact is that
the chances of capturing Garrett by putting
detectives on his trail at \$10 a day each and
expenses are slim, for he is a slippery customer,
he has the whole country to range in, and a
standing reward of \$5000 has not had any effect.
In a period when public and private agencies
are receiving constant calls for the alleviation
of genuine distress, the appropriation of \$20,500
seems pretty liberal.

TRAVELER 7/22/30

A Bouquet for the Mayor

MAYOR CURLEY has ordered night work in addition to day
work in the construction of the extension of the Boylston
street subway at Governor square.

The mayor gives as his reason a desire to furnish jobs
for more men. Good! And there is additional merit to the
plan. It means that the job will be completed more quickly.

"GREATER CITY" PROBLEMS

Greater cities continue to multiply in the United States, and nearly every great city has its own special problem of a greater city. Engineers, political scientists, politicians and regional planners have been struggling with the problem of the unification, the government and the promotion of the common interests of the scores of units in the suburban areas of our large cities. How to unify so as to obtain prestige of size, efficiency and economy of administration, elimination of common perils, better transit facilities, relief of congestion, and at the same time to avoid multiplication of offices, to preserve local pride and home rule—this is the problem of "the political integration of our metropolitan areas."

In an article by George B. Galloway of the editorial research board, seven methods of unification are listed. When a State Legislature extends the jurisdiction of a city beyond its boundaries, giving it control over the outside areas for a limited number of purposes, you have the extramural plan. More familiar, of course, is direct annexation, a method which has been utilized by nearly all our large cities. Chicago, for example, began in 1830 with less than half a square mile of territory, and now, after forty-three annexations and consolidations, has 210½ square miles. Again, various cities have consolidated with their respective counties. San Francisco thus has accomplished a very complete unification and reduced thereby the cost of government. Conversely, three cities, Baltimore, Denver and St. Louis, have been detached from their respective counties and given independent governments of their own, with the status of counties. In the case of Denver, the legislation was validated only after ten years of litigation.

Boston is quite familiar with the metropolitan district method for dealing with such specific metropolitan needs as parks, sewers and water supply. This is not complete unification although it sometimes leads to something of the sort. Of late Boston has heard considerable of the borough plan which is operated in London, Berlin and New York, and which narrowly failed of adoption for a greater Pittsburgh in the vote taken last year. Says Mr. Galloway: "Critics of the plan point out the danger of unnecessary duplication, resulting in wasted energy and avoidable expense; the likelihood of conflicts of authority between county and borough officials, so numerous in London; and the opportunities at hand for shifting blame."

There are listed advantages and objections with respect to all the plans mentioned, including the seventh and last which the pamphlet seems to hold in favor, the regional plan of government, which provides for a single commission for a metropolitan area endowed with adequate powers for the common needs of the region. This region would then become "a new unit of local government which, within the scope of its specified powers, would be superior to the municipal units within it." The voters would elect the governing body. The report regards such a metropolitan commission plan as ours as a step in the direction of the regional scheme. We are told that "the only objection made to the plan is that it increases the units of government, adding to the complexity of local government and the task of the voter." But this objection would in part be removed if "regional officers were appointed by the councils of the member municipalities," as in Montreal.

TRAFFIC LIGHTS AND FIRE

A citizen whose home or place of business is afire will not be soft-spoken if the fire apparatus answering his alarm waits at a street corner until the traffic signal turns from red to green. General orders for the department issued yesterday by Commissioner McLaughlin specified that "chauffeurs of fire apparatus must conform to the regulations governing the operation of signal lights the same as any motor vehicle, which means that if the red light is set against them, they will come to a complete stop until the light changes."

No one will question the desire for public safety which prompted this order. The dangers of fire apparatus speeding across an intersection when vehicles entering from side streets have the right of way are obvious. Moreover, fire engines really move much more slowly than is commonly supposed—their noise and size leading onlookers to believe they are going at a terrific pace!—and the 17½ miles per hour tempo of the synchronized light system is but a bit slower than the 20 miles per hour limit now officially imposed on fire apparatus going to a fire in downtown Boston. And yet the spectacle of engines and hook-and-ladders waiting patiently for a light to change while a building a block or two away burns merrily is not a comforting picture.

In organizing and equipping our fire department, we have gone on the theory that a minute or two may mean the difference between the life and death of persons in a blazing building, or between a little one-alarm and a disastrous general-alarm fire. Apparently the new traffic rules will slow down the movements of all fire apparatus, and, we assume, of ambulances. Whether by the use of sirens on the apparatus, or automatic gongs at street intersections or by some other device, it would seem desirable not to let a system which is designed for the routine regulation of vehicles impede the movements of those for which speed is vital. Traffic Commissioner Conry, Fire Commissioner McLaughlin, the fire insurance underwriters and the mayor will probably try to find a way out.

TRANSCRIPT 7/22/30

No Sacco-Vanzetti Talk on Common

Mayor Curley has denied a request of the International Labor Defense, presented by Joseph Block of 113 Dudley street for permission to hold a meeting on Boston Common, Aug. 22, at which the Sacco-Vanzetti case was to be discussed.

The mayor's reaction to the request was in these words: "The Sacco-Vanzetti case is closed so far as the city or State is concerned. There is no reason why it should be discussed in public, and especially no reason why the city should give the slightest encouragement to a continued agitation." The mayor told the promoters that if they want such a meeting they should hire a hall.

Two other requests for public meetings on the Common were permitted by the mayor. One was from the Communist Party of the United States, Eastern District, Harry Cantor, secretary, which has scheduled a protest meeting against an "imperialist war" for Aug. 1, from 6 to 7 P. M. The other request was from the Workers' International Relief organization, Belle Lewis, secretary, for a meeting in the interest of the Yorkshire, Eng., textile strikers, for next Sunday at noon.

FIFTH ENTRANT IN SENATE RACE

Joyce, Battery Manufacturer, Seeks Democratic Label on Hoover Platform

HARMONY SESSION DOOMED TO FAIL

By W. E. MULLINS

Another candidate, the fifth, for the Democratic nomination for United States senator, was discovered yesterday in Peter J. Joyce of 100 Charles street, West end, whose platform includes a declaration of support for President Hoover. He believes the President is best fitted to lead the country to economic improvement.

Mr. Joyce described himself as a storage battery manufacturer, playwright and author, inventor and student of economics. He said he expected no trouble about getting his name on the primary ballots as he has had the required number of signatures certified on his nomination papers in Suffolk and Middlesex counties and expects the balance necessary from Essex and Norfolk counties.

The Joyce candidacy further complicates a situation which is the worst threat to the Democratic harmony conference at Worcester Sunday.

The four other candidates for the Democratic senatorial nomination, Marcus A. Coolidge of Fitchburg, Joseph F. O'Connell and Thomas C. O'Brien of Boston and Representative Roland D.

Sawyer of Ware, are apparently in the race to the finish, conference or no conference. Coolidge's chances are improved by the entry of a third candidate from Boston in Joyce.

The first definite result from John F. Fitzgerald's suggestion of a harmony slate to consist of Fitzgerald for senator, Andrew J. Peters of Boston for Governor and Joseph B. Ely of Westfield for Lieutenant-Governor was the appearance yesterday of nomination papers for Peters for the gubernatorial nomination in New Bedford and other southeastern Massachusetts communities. Their circulation was announced by John H. Backus of New Bedford, a former assistant United States attorney. Mr. Peters is now in Maine but ready to run for Governor if he is the choice of the conference.

ELY REJECTS TICKET

The Fitzgerald ticket, however, has been rejected by Mr. Ely and his large following in western Massachusetts. The uncertainty as to whether Mr. Fitzgerald will run for Governor or senator is causing so much confusion that his retirement altogether as a candidate for anything would cause no great surprise.

Senator Walsh is not expected to attend the Worcester conference, although his presence has been requested by the Democratic leaders. He intends to travel in the West for rest after his Senate work.

Mayor Curley will also be absent. The mayor's support of Charles S. Murphy for the party's nomination for lieutenant governor was announced in Paxton at an agles' outing by John J. Curley, the mayor's brother, it became known yesterday.

That the Democratic members of the Legislature intend to have a voice in the Worcester conference was indicated yesterday when Representative Birmingham of Brighton, the Democratic House leader, issued a call for a meeting of the legislators in Worcester Saturday before the harmony conference. The purpose will be to agree on a plan of action at the conference.

The new Democratic senatorial aspirant, Mr. Joyce, has not been invited to the conference, but that has made no difference to him.

Mr. Joyce, who is 46 and married, will base his campaign on the present economic situation, for he said, "America needs someone to lead it out of its morass of (business) greed and jealousy." Prohibition will not have house room in his platform, for prohibition, declared Mr. Joyce, is "only a weary camouflage of the business crisis."

Although uninvited to the impending Democratic harmony conclave at Worcester, Joyce will begin to campaign vigorously after it is over, leading off, he announced with a 32-page booklet designed to convey to prospective constituents his stand concerning the current American economic structure chain.

well win this election. I have 22,000 signatures of young men between the ages of 22 and 35, in Lynn, Lawrence and Lowell to support me if necessary."

WOULD CURTAIL PRODUCTION

Mr. Joyce has no concrete plans for "leading business from its morass of greed and jealousy," but he feels that the men who run the government could easily sit down with the leaders of big business on a humanitarian basis and get them to curtail production, and in fine pay more attention to the "millions upon millions now lying on the commons of the nation's cities and eating in soup kitchens and bread lines."

"I am a firm believer in backing Hoover to the limit, particularly in this crisis. Hoover has taken the dirt of the Coolidge administration. I feel that if I can get away from the way in which most campaigns are made, and get down to earth with a majority of the voting public, who, tired out of the buncombe which has been handed out, that I will win a lot of support. I will probably use the radio time freely, and of course I've had a great deal of experience in open air speaking. I am backing myself entirely."

For the last five years, Mr. Joyce said, he has not been active in the storage battery manufacturing business, but has confined his work to laboratory experimentation. He related he holds two patents developed in his 22 years in the business and was the first radio man in the country to perfect an all-electric radio set, on the construction of which type of receiver he also holds three patents. Right now Mr. Joyce said he is working on a short wave radio transmitter for use in airplanes.

WRITES TWO NOVELS

During the last five years, in which he let the battery business take its course, Mr. Joyce has written two novels and a play. All three went off last month to a literary agent in New York, who, he says, reports highly on their worth. One of the novels is titled "Politics," and is described by the author as a novel of "the events of political intrigue which led to the death of Woodrow Wilson." The other novel is "Private John McLaughlin," and is the experience of an A. E. F. soldier who was visited by Christ on the battlefield.

In 1919, Joyce opposed Joseph F. O'Connell, for delegate-at-large to the constitutional convention. He was defeated, but polled 6800 votes.

POST 7/22/30

DECLARES HANGARS APPROVED BY CITY

The two airplane hangars owned by the regular army air corps detachment at the Boston Municipal Airport, which suffered severe criticism in a report

submitted by Fire Commissioner Edward F. McLaughlin to Mayor Curley Monday, are less than one year old and were approved by the city at the time they were built, it was stated yesterday by Captain Christopher W. Ford, commanding the army unit.

Captain Ford said that while it is

possible that certain features of the two army hangars may not meet with the approval of the fire commissioner, the fact remains that when the army moved from its former buildings last summer at the southern end of the field, the city dictated the general form and appearance of the hangars.

MAY HOLD UP PLANS OF TUNNEL

Mayor Says Property Owners Must Stop Gouging City

Postponement or possible abandonment of the construction of the \$16,000,000 East Boston traffic tunnel and the \$1,210,000 widening of Centre street, West Roxbury, was indicated by Mayor Curley late yesterday in his ultimatum to property owners seeking excessive damages from the city.

MAY HOLD UP TUNNEL

While the Mayor did not mention these two developments specifically, his warning that "public improvements must stop until a more reasonable and equitable attitude is displayed towards the city," was taken by veteran observers to refer to these two projects planned for this year.

For starts have already been made on the \$3,100,000 Governor square extension and the \$1,000,000 Charles street widening, and the city cannot turn back. But the traffic tunnel and Centre street widenings have only reached the land-taking stage, and if the property owners hold out for too much money, the Mayor has made it plain that he will wait until they become "reasonable."

His ire was aroused upon receiving notification from the city auditor of additional payments made to property owners as the result of jury verdicts. Two cases alone cost the city \$112,000 more than officials believed to have been fair market prices.

For the old Revete House site at Cambridge and Bulfinch streets, taken by the city for the new Bowdoin square central fire station, the city awarded the owners \$300,000 as the appraisal price set by the Boston Real Estate Exchange and the Finance Commission.

Polite Brigandage, Says Mayor

"Although I felt that even this was an excessive award in itself, the city has been forced to pay \$348,637.50 to the National Shawmut Bank for the property at the direction of a jury," said the Mayor.

The second draft was for Herbert M. Sears, Charles Francis Adams and George L. DeBlols, surviving trustees of the Davis Sears Real Estate Trust, which was given a jury verdict of \$327,277.19 for the property taken at 1 to 6

Dock square, for which the city originally offered \$263,200.

"Usually persons of exceptional social standing are the chief beneficiaries of this type of brigandage," protested the Mayor. "In order to stop cases like these and four others pending in the recent Exchange street widening, it looks as though the city will have to call a halt on land takings until the property owners become reasonable," stated the Mayor.

"The city is handicapped because it cannot make agreements of sale until the public improvement is authorized and the money available. But from now on the property owners will have to make a 'gentleman's agreement' to accept the city's offer as final without going to court for more. The city is not forced to make these improvements, which are sponsored chiefly by persons who want to sell unprofitable real estate. So we can just stop the improvements and wait until the owners are willing to play fair."

LAUDS CURLEY FOR HIS STAND

Defence of Hoover Best Yet, Says Mrs. Peabody

Mayor Curley yesterday received a message of praise, for his comment on former President Coolidge's article in the Post, from Mrs. Henry W. Peabody, prominent dry leader and chairman of the International Missionary Conference at Northfield. The message was as follows:

"My Dear Mr. Curley: May I express to you my appreciation of your masterly statement which appeared in the Sunday Post. It is the finest and most generous defence of President Hoover that I have seen, far better than anything from his own official party in Massachusetts. Your suggestion with regard to sending our surplus of wheat to starving China is noble and Christian. It would be the finest example of international friendship I have known. Can you not follow it up and let those of us who believe in it follow your leadership in such an effort."

AMERICAN 7/22/30

City Gives Work to 30 Additional Men

Under a new system which went into effect in the public works department today 30 additional men will be afforded permanent employment on city work, Mayor Curley announced. By giving workmen time off instead of paying them for overtime the funds saved can be used to pay salaries of additional men. After a conference with the mayor, Commissioner Joseph Rourke of the public works department ordered that the new plan be adopted at once.

REVERSAL BY COUNCIL IS LIKELY

Garrett Reward May Pass at Next Meeting

Possibility of the Boston City Council reversing its decision in order to post a \$500 reward for the capture of former Patrolman Oliver B. Garrett was considered likely at a post-mortem meeting of members held yesterday at City Hall.

FEAR POLITICAL EFFECT

Showered with sharp criticism for their refusal to approve the recommendation of District Attorney William J. Foley to offer a reward for the fugitive liquor-squad raider, several members voiced fear that their votes on the measure would be used against them in the campaigns for re-election next year.

Councillor Clement A. Norton, who introduced the reward order at the request of the county prosecutor, pointed out that at the next full session of the council he would again present the order, with the expectation that it would be adopted.

He pointed out that when the Council voted 10 to 6 against the reward at the Monday meeting, there were six other members absent from the roll call. With the support of the six absentees, he said, the reward could be posted at the next meeting by a vote of 12 to 10, if not by a large majority.

The six absentees, however, declined last night to promise that they would vote for the reward if the proposal were brought up again. They preferred to reserve their opinions until the meeting.

That he would never vote for the order was the defiance of Councillor Francis E. Kelly, of Dorchester, who led the opposition in the Council. Councillor Robert Gardiner Wilson, Jr., was equally adamant in his stand against the proposed reward.

"SOAKING" THE CITY

During a period of time that passes back beyond the recollection men now living it has been known that in condemnation processes of property taken for city improvements the municipality has been pretty regularly "soaked" by the owners and, in case the matters were taken to the courts, by juries. We doubt if there have been for 50 years more than a dozen fair estimates of the value of property by their possessors, where the city had to pay for the same. It seems a legitimate thing to make as much as possible out of needed improvements.

The tendency of juries of allowing private owners more than their holdings are worth by any fair standard is notorious. If an owner is dissatisfied with the offer of the city and takes his case into the courts he is almost sure to obtain more than the city offered, in some cases a ridiculous excess. And the city itself is generally not inclined to be a "Scrooge." It usually makes a fair offer, and often a better offer than is the price at which the property can be sold.

We are glad to see that the Mayor of Boston is taking cognizance of this boosting of values, especially by juries. The law department has called his attention to a couple of recent awards in connection with the land taken for the new central fire station, upon the old Revere House site, and the property from 1 to 6 Dock square. On the former a jury had given the owners \$348,637; the city had offered \$300,000 which the Mayor, by the way, thinks was too much. On the Dock square property the city awarded the owners \$263,200. They refused to accept it and went to the courts. A jury has given them \$327,270, which is \$63,000 more than the Finance Commission thought was fair.

The Mayor bluntly threatens to hold up public improvements if this thing is to go on.

"It is time to stop public improvements," he says, "until a more reasonable attitude is displayed by property owners. Advocates of public improvements in many cases want to unload on the city unprofitable property at a sum far exceeding its value. It is about time to stop that racketeering."

There are at present four property awards to be made for the Exchange street widening. On the outcome of these, will depend, we should think, a great deal of the Mayor's attitude in the future.

TO BE REMEMBERED

In the operation of Boston's new traffic lights there is one point that the automobile driver must keep constantly in mind. It is that the pedestrian has the right of way across the street if he has started with the yellow light before the green light is flashed on.

A case involving exactly the same conditions, differing only in a whistle instead of a light, was decided in favor of the walker in this city some two years ago. An elderly man and his son were crossing Atlantic avenue at a spot protected by a traffic officer. When they had got nearly half way over, the officer blew his "go" signal for traffic in the opposite direction to come on. The driver of a truck at once started his car at full speed. It caught and killed the older man. The son sued the truck owners for damages and won in the Supreme Court of the Commonwealth, to which the case was carried. That court held that the pedestrian who had started before the double whistle of the officer had sounded had the right of way and that the truck driver was negligent. As the Post said yesterday, other State courts have decided the same way.

So it is well to remember that pedestrians who have started on the right light must all get across the street before the motorist can put his car in motion, even though the lights are "with" him.

5962 ELIGIBLE FOR CITY JOBS

1000 Register With Civil Service Board

Seeking to become eligible for jobs on the \$3,100,000 Governor square subway extension, more than 1000 men yesterday crowded into the offices of the State Civil Service Commission to register their names on the laborers' list. Although Mayor Curley has announced that the three-year construction work will provide employment for 500 men, there were 5962 on the eligible list at closing time last night. Of the number already registered, 1500 were war veterans eligible for preference.

LIMIT HOURS FOR MACHINERY

Seeks Regulation of De- vices Taking Men's Places

Legislation to restrict the working hours of industrial machinery and inventions for the purpose of relieving unemployment was urged yesterday by Representative Francis D. Dalley of Roxbury, who filed with the clerk of the House a resolve, providing for the creation of a special Recess Commission to investigate the project and report its recommendation to the House by December.

His action marked the first official step in an attempt to obtain a law suggested recently by Mayor Curley to regulate the operation of machinery which tends to deprive persons of the opportunity to earn a livelihood 12 months in the year.

He explained that the Mayor had pointed out that a number of industries through the use of machinery turn out a year's production in seven months, forcing the operators to remain idle for the remaining five months.

Representative Dalley's resolve calls for a commission of seven unpaid members, three to be appointed by the Governor, three by the Speaker of the House and one by the President of the Senate. They would investigate the advisability of limiting and otherwise regulating by law the use of machinery, devices and inventions, which deprive persons of an opportunity to earn a livelihood, as a means of remedying or lessening unemployment.

GLOBE 7/22/30

NO OBSTACLES ARE RAISED TO ISLAND DEVELOPMENT

Little objection on the use made of Governors Island by the city of Boston will come from the War Department, according to the tenor of a letter received by Traffic Commissioner Conry from Asst Secretary of War F. H. Payne.

Mr Conry made a trip to the capital at the request of Mayor Curley to discuss the advisability of locating a mooring mast on Governors Island and otherwise developing it. Mr Payne's letter said:

"The needs of the War Department for possible antiaircraft activities will cause slight, if any, interference with your plans for development.

"As the act of Congress under which the War Department is authorized to permit use of Governors Island by the city of Boston requires prior approval by the War Secretary of plans, I think it would be better for the city to draw up these plans and submit them. The War Department would then indicate on the plans it needs."

CR 2032 7/22/30

NEW MUNICIPAL BAND PLAYS TO THROG

Audience on Comomn Hears
Opening Concert

O'Shea Gives Talk Before First of
Long Tercentenary Series

TERCENTENARY EVENTS SCHEDULED FOR TODAY

Boston—"The Eve of the Revolution." Moving picture reels (Yale film), Wilder Hall, New England Historic Genealogical Society, 3 p m, free. Boston Common, evening; Italian Opera Club, Rigolletto; Cavalleria Rusticana, Symphony Hall, Tercentenary racial group, Ukrainian Night, 8:15 p m.

Amesbury—Old Home Day at Rocky Hill Meeting House, 10 a m to 4 p m; Tercentenary meeting, 2:30 p m; band concerts throughout the day; old-fashioned concerts in church; pageant at high school grounds, 7:45 p m.

Cambridge—Open houses, 2-5 (Wednesdays); Elmwood, Elmwood av, Fay, 10 Garden st, Hicks, Boylston and South sts; Larches, 22 Larch road; Lee-Nichols, 159 Brattle st; Longfellow, 105 Brattle st; Vassall, 94 Brattle st. (Tickets, \$1.50 College Yard at old Fogg Museum.)

Great Barrington — Parade with 35 floats, 2 p m; pageant, events of local history, 8:15 p m (also Thursday), at Fair Grounds.

Salem—Essex Institute, garden party, entertaining guests from neighborhood communities.

Wakefield—Metropolitan Band at Common, 7:30-9:30 p m.

Boston's new Municipal Band, 80 players, with Walter Smith, popular radio cornet player, as director, gave yesterday noon, the first long series of open-air concerts on the Common for which it is scheduled.

The last time the city had a municipal band was during Mayor Peters' administration, nearly 10 years ago. The band was on the Tribune, new structure on the parade ground.

Preliminary to the beginning of the program yesterday Prof John A. O'Shea, chairman of the Tercentenary music committee, explained that the newly organized band is expected to supply the public with music of high quality.

The program was begun at noon and lasted two hours. It consisted largely of rather light and very tuneful pieces. The audience was scattered about the parade ground and extended to the top of the Soldiers' Monument hill.

Director Smith was cordially applauded for his three cornet solos. The bandmen have handsome uniforms.

Unless the authorities send up a few balloons to signal away approaching airplanes during a program on Boston Common there may continue to be, as there was yesterday noon, more than one battle between, for instance, "The Dance of the Hours" and the dance of airplane motors.

Some thought the music might be good for the soul of the aviators, but the acoustics of Boston Common are in that state of experimentation when it is doubtful if the aviators heard it.

RUSSIAN-FINNISH GROUPS ENTERTAIN

Mayor Curley Pays His
Respects to Mrs Putnam

Ukrainian Concert Tonight Will End
Tercentenary Series

Mayor James M. Curley, accompanied by his daughter Mary, attended the Russian-Finnish concerts at Symphony Hall last night to pay his respects to their promoter, Mrs William Lowell Putnam, chairman of the committee on Racial Groups, which has arranged the various national programs in connection with the Massachusetts Bay Tercentenary.

The Mayor, who could stay only a few moments, received the applause of the more than 1500 persons present. He told Mrs Putnam that he expects to attend the Ukrainian program which concludes the series tonight. A few selections were played while Mayor Curley was in the hall, and he expressed approval of the numbers.

A concert by the Finnish committee began the evening. "Maamme," the Finnish national anthem, was played by the Quincy National Band, Edward Johnson conductor. After singing of the anthem by the Finnish Double Quartet, Miriam Nelson Park sang Finnish folk songs and the Quincy band played several numbers.

To open the Russian program a large choir sang "Down the Volga." The Balalaika Orchestra played, Mme Schlikevitch sang a solo, and Miss Nina performed a Russian dance. Tzigane, a combination of songs and dances, was given by L. Kreinin. A dance was given by Mr Matvienko and songs by Mr Goremika, with choir and orchestra.

V. A. Temnomroff was chairman of the Russian committee in charge and was assisted by Mrs Boris A. Berestneff and Lieut Boris A. Berestneff. Y. M. Matson headed the Finnish committee.

MAY CALL STOP ON CITY IMPROVEMENTS

Mayor Determined to End
Land Takings "Racket"

Curley's Statement Follows Jury
Awards on Fire Station Site

Public improvements may have to be stopped until there is a more reasonable and equitable attitude displayed by property owners, declared Mayor Curley yesterday in expressing his determination to put an end to the land takings "racket."

Mayor Curley's statement followed the announcement of jury awards in cases involving land taking for the fire station at Bowdoin sq, for No. 1 to No. 6 Dock sq and four parcels on Exchange st. He said that these land takings, after appeal to juries, will cost the city of Boston about \$250,000 more than city officials feel the various properties are worth.

"Advocates of public improvements," Mayor Curley said, "in many cases, want to unload on the city unprofitable property at a sum far exceeding the value."

He said that in the future it will probably be necessary to get "gentlemen's agreements" with property owners as to the acceptance on the part of the property owner of a fair and reasonable award for their property, before any improvement is made, instead of having the improvement made and then have the owners "go to court" and get more than an excessive price for their property."

The jury award against the city in the land-taking for the fire station on Cambridge st amounted to \$348,637.50, which included interest. The city offered \$300,000, which the Mayor thought was an excessive amount in the beginning.

On Dock-sq and Faneuil Hall improvements the city awarded to the owners of No. 1 to No. 6 Dock sq \$263,200. The owners sued for \$450,000 and 200. The owners sued for Mayor Curley, the jury, according to Mayor Curley, awarded \$327,270, which the Mayor today declared is \$63,000 more than the Finance Commission's valuation of the properties.

In addition to these, there remain four property awards to be made on Exchange-st improvements.

AWARDS BRIGHTON HIGH SCHOOL GRADING CONTRACT

A contract for grading and fencing at the Brighton High School was awarded today by Mayor Curley to the Rugo Construction Company, low bidder at \$78,000. The highest bid was \$109,916.

E. J. Fennessey was awarded the contract for new sanitation in the Samuel G. Howe School, with \$12,671 for the lowest bid.

HERALD 7/23/30

REFUSES PAY INCREASE TO PROBATION CHIEF

Mayor Also Declines to Raise Ban on Columbia Road Shops

Mayor Curley has refused to grant Albert Sargent, chief probation officer

of the municipal court, an increase of salary from \$5600 to \$6000 per year. He also refused to permit the lifting of the restrictions on the northerly side of Columbia road from Dorchester avenue to Buttonwood street so that the land can be used for business purposes.

In informing the city council yesterday of his disapproval of their accept-

ance of the recommendation of Chief Justice Bolster of the municipal court, increasing the salary of the chief probation officer, the mayor expressed the opinion that Sargent's present compensation of \$5600 is entirely adequate. He set forth that in 1910 the salary was \$2000 and that subsequent increases to \$4000 and \$5600 indicate that due consideration has been given the official.

POST 7/23/30

Four Buildings at Airport Fire Hazards

As a result of the report of Fire Commissioner Edward F. McLaughlin on fire conditions at the East Boston

airport, in which four buildings were described as "severe fire hazards," Mayor Curley, it is understood, will call upon officials of the United States army and the Massachusetts national guard to co-operate with the city in eliminating fire danger at the airport

by removing the condemned buildings and replacing them with buildings of more modern construction.

Two of the buildings condemned by the fire commissioner are occupied by the army and the other two by the national guard.

AMERICAN 7/23/30

Mayor Gives Work to Jobless Vets

Continuing his efforts to aid the unemployed, Mayor Curley today appointed 40 jobless World War veterans as temporary laborers in the public works department for a period of three months at a salary of \$5 a day.

This is the second group of 40 men to be assigned to temporary work in that department by the mayor within a week. The majority of the men are fathers of families, and all of them were out of employment several months.

TRANSCRIPT 7/23/30

Orders Night Work at Governor Square

As a further means of relieving unemployment, Mayor Curley has ordered night work, as well as day work, in the construction of the Boylston street tunnel extension. For the first day of work more than 225 engineers, carpenters, laborers and other employees were engaged in starting the underground transit tube which will reach from Charlesgate West, branch under Governor square and extend beneath Commonwealth avenue to Blandford street, and under Beacon street to the railroad bridge.

HERALD 7/23/30

\$20,500 MORE ASKED

Curley Includes Item to Meet Cost Of Garrett Search

Included in the supplementary budget of \$827,371 which the city council received from Mayor Curley yesterday was an item of an additional appropriation of \$20,500 to meet the cost of the search directed by Dist. Atty. Foley for Garrett.

A request for an added fund of \$30,500 was made, but the mayor refused to make such a recommendation.

Another appropriation of \$15,800 was recommended for modernizing the records of the police department, purchasing a camera and photographic equipment for the bureau of criminal investigation and to cover the cost of the instruction of the personnel of the department in rifle, revolver and machine gun fire at the Wakefield range.

HERALD 7/23/30

REPORTS SERIOUS FIRE HAZARD AT AIRPORT

McLaughlin Recommends Removal of Buildings

After a study of the conditions at the Boston airport with regard to fire hazard and fire protection, Fire Commissioner McLaughlin, in a report filed with Mayor Curley yesterday, recommended the removal or replacement of four buildings on the field. The commissioner stated that the fire hazard in the army and state guard buildings was serious, but that all hazards could readily be overcome if his recommendations are adopted.

He declared the water service at the airport to be inadequate owing to the fact that there is no circulation and that the capacity of the main would be unequal to the supply necessary to combat a serious fire in any of the buildings on the field. The equipping of buildings with automatic sprinklers was recommended. The four buildings mentioned were the army buildings, 1 and 2, and the guard buildings, 1 and 2. McLaughlin also recommended public fire alarm boxes and a fire station with the necessary equipment to fight fires which might start in the hangars, where highly combustible material is stored.

TRAFFIC LIGHTS SURPASS HOPES

'Jaywalking' and Cruising
Taxicabs Chief Troubles

Travel Speeded Up by System—
Tests for Perfecting It Continue

That the traffic light signal system which got its first real test yesterday in the downtown section of this city is a success far beyond the expectations of students of traffic control was the announcement of Deputy Supt of Police Thomas F. Good last night, following an all-day observation tour of the light-controlled district and reports of traffic police officers on duty with the lights.

But one change is needed to better the conditions of yesterday and that is the educating of pedestrians to the fact that they should not step from the sidewalks until the traffic light facing them shows the red and yellow combination.

While no official statement on this matter could be obtained from those in authority last night, it is understood that if men and women rush out to the roadway as they did yesterday, and impede the movement of vehicular traffic, by disobeying the light signals, the jaywalking ordinance may be enforced and their educational lectures may begin with a "Good morning, Judge."

Six Minutes for Whole Trip

Outside of the "jaywalking" and the slow movement of horse-drawn vehicles and big trucks, the system yesterday was a complete success, and shortly before 5 o'clock the writer, with others, was able to start at Broadway on Washington st, and reach Haymarket sq, the other end of the light-controlled district, in 9 minutes.

The trip south, starting at Cambridge and Staniford sts, the northern terminus, through Cambridge st, Scolay sq and Tremont st to Broadway, was made in six minutes; a trip that has not been equalled on a Monday evening in many years by any driver of a pleasure car who obeyed all signals and made no attempt to get the jump on any other car or get a light signal.

Conry Urges Patience

That the system is not yet perfect was conceded by Traffic Commissioner Joseph A. Conry last night, but he did say that the results obtained the first day of heavy traffic were far better than he or any member of his engineering staff believed possible.

The engineering staff of the Traffic Commission has been working more than a week during the morning hours after midnight, with the engineering experts of the company that installed the system, making tests of all kinds, and these tests will be continued until the system is as near perfection and "fool proof" as possible.

With each day this system is working will come more knowledge to the general public of what cooperation is expected and demanded for getting the results promised by the engineers and experts who devised the system.

Patience on the part of drivers and pedestrians for a short time while the engineers are correcting the situations which the general public believes to be wrong will greatly assist these men in their work, is the belief of Mr Conry and the higher officials of the Police Department.

Empty Cabs Delay Line

One of the great problems that the policemen on duty had to contend with yesterday was the "skinning" taxicabs, as the greater number of cars cruising through the department store district were empty cabs, the drivers of which paid no attention to the speed limits allowed by the lights, but dragged along and watched the sidewalks for signals from prospective "fares."

That something will be done about the "cruising" taxicabs was the statement of Commissioner Conry as he found himself surrounded by empty taxis, all of which were moving at a slow rate of speed and holding back much traffic.

The first point reached after leaving Broadway and moving down Washington st, where a policeman was required to do more than "observe," was at the junction of Boylston and Essex sts. At this point the lights are arranged for Boylston and Essex travel to move at the same time, with a red light against the Washington-st travel.

This light is located at the further corner of Essex st, and many motorists who turned from Boylston st and wished to go down Washington st stopped at this light until ordered to proceed by the policeman.

At Summer-St Corner

At Washington and Summer sts the lights allow a right turn from Washington into Summer as the traffic is coming out of Summer into Washington. Many motorists who wished to ride straight Washington st were in the right-hand lane and the policemen at this point were kept busy chasing empty taxis down Summer st when they were holding up traffic on Washington st.

As a general rule, the other places along the routes, both north-bound and south-bound, were free of troubles over which the lights had any control, but the backing of big trucks into parking places along the side streets at times created a backwash onto the main arteries.

One of the incidents observed by Commissioner Conry yesterday was the cause for the following suggestion:

"Motorists entering the area regulated by traffic signals are particularly urged to be sure that they have plenty of gasoline in their tanks. A car bearing a Connecticut plate was stalled on Washington st, near the edge of Bedford st, the driver's apology being that his supply of gas was exhausted. The driver was handed many comments on his nonaction."

One Accident in Signal Area

Only one accident was reported to Boston police yesterday as having occurred in the area now covered by the new traffic light system, which had its first real test yesterday.

James R. Wagner, 35, of 38 Upton st, South End, was crossing Boylston st at Park sq, one of the intersections where the red, yellow and green lights control the movements of vehicles and pedestrians, when he was struck by an automobile.

He was treated at the City Hospital for severe cuts about the face, head and legs. The machine that struck him was being operated, police say, by Edward D. Moors of 357 Hanover st, Fall River.

Curley Is Aroused Over Jury Awards

Threatens to Stop Public Improvements Unless Fair
Terms Can Be Made

Mayor Curley is aroused over jury awards in cases of property taken for street and other improvements, and threatens to call a halt in such matters unless "a more reasonable and equitable attitude on the part of property owners" can be obtained.

The law department had called the mayor's attention to recent awards involving the land taken for the central fire station for the West End embracing the site of the Old Revere House and for the property from No. 1 to No. 6 Dock square. These awards will cost the city about \$250,000 more than city officials feel they are worth.

"It is time to stop public improvements," said the mayor, "until a more reasonable attitude is displayed by property owners. Advocates of public improvements in many cases want to unload on the city unprofitable property at a sum far exceeding the value. Usually those of high social standing are the beneficiaries of such brigandage. It is about time to stop that racketeering."

The jury award against the city in the land-taking for the West End fire station amounted to \$348,637.50, which included interest. The city had offered \$300,000 for the property, which the mayor thought was excessive. On Dock square and Faneuil Hall square improvements the city awarded to the owners of No. 1 to No. 6 Dock square, \$263,200. The owners sued for \$450,000 and the jury awarded \$327,270, which, the mayor declared today, is \$63,000 more than the Finance Commission had estimated as proper. There remain four property awards to be made for the Exchange street improvements.

Centre St. Job Soon to Start

Within a few weeks the work of widening Centre street, West Roxbury, a \$1,100,000 project, will be started by the city the Council having approved the Mayor's order appropriating from city revenue \$110,000.

Under the legislation enacted in 1929 permitting the city to expend \$1,100,000 for the widening, it was specified that 10 per cent of the estimated cost must be appropriated from the tax levy or other public sources.

The city has complied with the requirement and as the street commission has been engaged for weeks in preparation of the necessary legal work pertaining to land takings, construction work can be started soon.

THEY'RE OFF!

Mayor Curley himself, fully alive to the importance of the event, turned over the first shovelful of earth at the spot in Governor square where the extension of the Boylston street subway is to take its underground course before it emerges in two or three years upon Commonwealth avenue. As the chief executive of Boston it was fitting that he give the first impetus to the actual work, for he had had considerable share in getting the legal entanglements to the job straightened out and operations at last actually started.

Boston will in a rather important way subtract something from the unemployment situation by keeping 500 men busy on the subway for the next three years. Veterans of the World war who are now obliged to accept soldiers' relief from the city are to be given preference in the work. That is right and proper. Three million dollars will be put into the making of this hole in the ground, and they will be well spent. If we reduce congestion at Governor square by only half, we shall have got more than our money's worth in the process.

We take it for granted that this Governor square extension is only the beginning of subway improvements and rapid transit extensions in three or four parts of Greater Boston. The Boylston street tunnel itself must in the not far off future be carried out into some distance on Beacon street. There needs to be a subway up Huntington avenue to a good distance beyond Massachusetts. The Cambridge bore is some day to proceed to Arlington and to Watertown. Those are the immediate needs of the people not only who live in Boston but who work here and reside outside. They await flusher times, but they are coming as surely as the population of Metropolitan Boston increases as it has for the past decade.

Mayor Curley must have taken a good deal of satisfaction in starting this great work so early in this third administration. Perhaps he will have the same bit of shovel work to do on some other improvement.

NIGHT SHIFTS ON TUNNEL JOB

Orders to Relieve Unemployment Doubles Force

Night shifts as well as day workers on the construction of the \$3,100,000 Boylston street subway extension at Governor square as a further means of relieving unemployment were ordered late yesterday by Mayor Curley.

Nearly 2000 men seeking work turned out yesterday to see the Mayor turn over the first sod, starting the long-awaited transit development, in the presence of Boston, Brookline and Newton officials and representatives of the Elevated.

But as Colonel Thomas F. Sullivan, chairman of the transit commission, in charge of the job, is forced to take the men from the State Civil Service list, yesterday's volunteers were advised to register at the State House, and wait their turn.

For the first day of work more than 225 engineers, carpenters, laborers and other employees were engaged in starting the underground transit tube which will reach from Charlesgate West, branch under Governor square and extend beneath Commonwealth avenue to Blandford street, and under Beacon street to the railroad bridge.

As the engineers estimated that the job would provide employment for a period of three years before completion, the Mayor directed that, inasmuch as he believed that the unemployment problem would be solved long before that time, night as well as day shifts be put to work now when it will benefit the men most.

MAYOR VETOES SALARY BOOST

Thinks \$5600 Enough for Probation Officer

Recommendation of Chief Justice Bolster of the Municipal Court for a salary increase from \$5600 to \$6000 for Chief Probation Officer Albert J. Sargent of the court, was turned down yesterday by Mayor Curley.

The City Council had already approved the recommendation of the chief justice, and in sending his veto to the Council, the Mayor stated that in 1910 the salary was \$2000 and that subsequent increases to \$4000 and then \$5600 indicated that due consideration had already been given the court official, adding that the present pay was adequate for the position.

CITY HALL NOTES

Councillor Clement A. Norton's order to post a \$50 reward for citizens catching aliens at work on municipal contracts was killed yesterday by the City Council.

Councillor Joseph McGrath of Dorchester led the attack on the measure which the Hyde Park Councillor had urged as a sure means of driving aliens out of city work.

Vigorous protest was also voiced by Councillors Bush of Roxbury and Fitzgerald of the West End. The debate ended when Corporation Counsel Samuel Silverman, called in to present a legal opinion, ruled that rewards can be given by the city only in cases of felonies.

Construction of the widening of Centre street, West Roxbury, at a cost of \$1,210,000 to provide relief for unemployed and to relieve traffic congestion on the Boston-Providence traffic route, was authorized yesterday when the City Council, suspending its rules, adopted the \$110,000 appropriation order requested by Mayor Curley to start the work.

This amount must come out of 1930 taxes and the remainder will be raised by loan under the act passed by the Legislature to permit the widening of the important artery from May street to South street. Engineering plans are now being prepared and Chairman Thomas J. Hurley of the street commission hopes to have them ready in about a month.

The City Council will hold hearings within a few days on Mayor Curley's supplementary budget for 1930, calling for appropriations amounting to \$827,371 additional to meet the emergency demands of the city and county departments.

The largest item was one of \$500,000 for poor relief, as the original appropriation is being exhausted, the demands upon the Public Welfare Department in the first six months having been 46 per cent over the figures for the similar period last year.

The same condition exists in the Soldiers' Relief Department, which has requested \$125,000 more to tide the veterans over till the end of the year.

The Mayor also vetoed the City Council's order which would have lifted the zoning restrictions on Columbia road, South Boston, on the northerly side from Dorchester avenue to Buttonwood street, so that land there could be used for business purposes.

The sponsor of the order, President William G. Lynch of the Council, withdrew his support upon learning that the Rev. William Ryan, pastor of St. Margaret's parish, was opposed to the change in the existing regulations.

TRANSCRIPT 7/23/30

No Conflict With War Department

That the War Department will approve the city of Boston's plan for the development of Governor's Island into part of the Boston Airport is the tenor of a letter from F. H. Payne, assistant Secretary of War, received today by Traffic Commissioner Joseph Conry. Mr. Payne says that the needs of the War Department would be for mobile anti-aircraft guns and that the leveling proposed by the city would be unlikely to interfere. He says, however, that under the authority for acquisition granted by Congress, it is up to the city to submit its plans and then the War Department can make changes or approve.

GLOBE 7/23/30

BOSTON'S NEW OFFICIAL GREETER NOTED FOR PERSONAL HOSPITALITY

Thomas J. A. Johnson Admirably Suited by
Temperament For Post—Hopes to Stimulate
Civic Pride, Publicize Hub's Fame Abroad

No hunger for the limelight, but a genuine civic pride entailing a wish to do something actively to promote the city's welfare is responsible for the acceptance by Thomas Joseph Allen Johnson of appointment by Mayor Curley to be Boston's official welcomer.

It is even as Mr Curley said when he prevailed upon him to take this exacting unpaid post: Tom Johnson isn't going to be Boston's Grover Whalen at all, but will simply continue to be himself, only now in a much broader social field. His private hospitality is proverbial, and in this new post he will elaborate even upon that, for public purposes.

Among the city's Tercentenary guests are to be President Hoover, Premier Mackenzie King of Canada; and Italian Ambassador de Martino. After welcoming such personages to the city, Mr Johnson will do what can be done to guarantee their social comfort while they are the guests of the people of Boston.

Likes to Entertain

Fitted by temperament and by social training for his new post, Mr Johnson has the ample means to fill it in style. And the latching of his Magnolia residence will be out to such of the

visitors as care to sample its hospitality.

Sitting on a slight rise of ground behind Cape Ann's granite shore, the house is called Johnstone, after the Johnson family's ancestral home in Johnstown, near Fermoy, Ire.

In a week or so contractor Dennie Coleman will have finished construction there of a natural swimming pool, 80 feet by 30 feet, electrically lit by night, carved out of solid granite, right around the corner from the storied reef of Normans Woe.

Mr Johnson, who from small beginnings a quarter century ago, has built up a large business in the marble industry, having in that time shipped material from his big plant at East Cambridge to communities all over the Nation for use in public buildings, brings to his new job some clear-cut ideas of public welfare.

Will Stimulate Civic Pride

He takes the post out of civic pride, he says, and his main goal in it will be to stimulate civic pride. Working with Mayor Curley he hopes to create an ever-widening circle by promoting the interest of Bostonians in developing their city, meanwhile securing advertising for it in other regions.

He hopes to see surrounding cities and towns willingly annex themselves

to Boston, is eager to secure improvement for the port of Boston, and is especially anxious to induce Washington authorities to cancel rail-rate differentials, which now give Baltimore



THOMAS J. A. JOHNSON
Boston's New Official Greeter

a big lead over Boston in securing grain and other shipments from the West for port transmission.

Unemployment would vanish in Boston as soon as this program was effected, he thinks.

"We started to build up the West a century ago, when Forbes and Ames money went into Western railroads and other enterprises," says Greeter Johnson, "but unfortunately we forgot to tie Boston up tight enough to the growing West. We of this generation must do that job."

Mild-mannered, blue-eyed, athletic-looking, bronzed by outdoor life, Greeter Johnson promises to be a huge success in making Boston's guests feel at home during their stay here.

TRAVELER 7/23/30

McLaughlin Aids Airport

LIVES and property will be saved by the foresight of Fire Commissioner McLaughlin, who sent today to Mayor Curley a report on conditions at the airport. There is no cause for alarm at the moment, nor is there grave danger in the offing.

The fire commissioner found fine buildings at the airport except two army and two national guard structures. These four he finds obsolete and unfit and recommends that they be removed. Minor changes in other buildings are suggested.

In his report to Mayor Curley the fire commissioner generously and justly gives credit to Chief Fox, Assistant Chief Power, Superintendent of Maintenance Williamson and Superintendent of Fire Alarm Fickett.

The report shows a need for additional water service to the airport and the installation of apparatus for fighting fire in buildings and in crashed planes. The commissioner and his officers have done a thorough and scientific job. No doubt the mayor, interested in giving Boston the country's finest airport will be quick to see the merit of all the suggestions made.

TRAVELER 7/23/30

6000 MEN SEEK CITY LABOR JOBS

Nearly 6000 men have registered at the office of the state civil service commission for city of Boston labor service. It was announced today that there are 5962 names on the list and that of these 1000 registered yesterday. It is believed that those who registered yesterday did so in the hope they would get jobs on the Governor square subway extension. So far the Boston Transit Commission has asked for 100 men, but it is said they will employ 500 on the job eventually. Among the names on the civil service list are 1500 veterans. Under the law veterans must get the preference.

Foley Attacked, Also Defended for His Official Acts

MULHERN'S ADDRESS READ BY COUNCILLOR

Norton Offers Order After Lynch Had Refused To

The Boston City Council yesterday turned down the request of District Attorney William J. Foley that a reward of \$500 be offered for Oliver B. Garrett's capture.

In doing so, by a vote of 10 to 6, members of the Council converted the District Attorney's request into a political football, launching forth in a hectic three-hour debate marked by lengthy speeches in behalf of certain candidates for political office, political mud-slinging and all the other familiar elements that make up a pre-election rally.

The State, the City Council decided after the debate ended, should offer a reward, if any, for information that will lead to Garrett's apprehension, and not the City of Boston.

RECALL RHEINSTEIN CASE

Even if the council voted the district attorney's request, argued one councillor, Mayor Curley would not approve of it because, according to the councillor the district attorney was an anti-Curley voter in the last election.

Another councillor declared he was opposed to the district attorney's request "in view of the fact that more reprehensible crimes (than those charged to Garrett) have been committed lately, including the Rheinstein murder, without inspiring the posting of a reward."

District Attorney Foley presented his request to the City Council last Friday and it was taken up yesterday. Thus far there is no reward offered, either by the city of the State or any other official body, for information that will lead to the arrest of Garrett.

Lynch Refused to Offer Order

In his request that a reward be offered District Attorney Foley pointed this out, and expressed the opinion that the offering of a reward by the city might result in the receipt of information that will lead to Garrett's apprehension. Because of the difficulties confronting the district attorney's office and the police in running down Garrett's hiding place, he said, a reward ought to be offered.

The actual order, calling upon the City Council to offer a reward was introduced by Councillor Clement A. Norton of Hyde Park, at the request of District Attorney Foley. President William G. Lynch had been asked to introduce the order, the latter declared, but had refused to do so, whereupon Councillor Norton agreed to sponsor it. President Lynch was one of the 10 who voted down the district attorney's request.

Six Vote in Favor

Supporting the order were: Councillors Norton, Herman L. Bush of Roxbury, John I. Fitzgerald of the West End, Richard L. Gleason of Roxbury, Leo Power of Jamaica Plain and Israel Ruby of Dorchester.

Opposing the order were Councillors Joseph P. Cox of West Roxbury, Laurence Curtis, 2d, of the Back Bay, Edward L. Englert of Jamaica Plain, President Lynch and Michael J. Mahoney of South Boston, Joseph McGrath of Dorchester, Peter A. Murray of Jamaica Plain, Robert Gardiner Wilson, Jr., of Dorchester, Thomas H. Green of Charlestown, and Francis E. Kelly of Dorchester.

Uses Mulhern's Speech

The fireworks commenced the moment Councillor Norton introduced the order. He had hardly presented it before the body when Councillor Kelly of Dorchester jumped to his feet and launched forth in a campaign speech in behalf of Senator Joseph J. Mulhern of Dorchester.

JOHN HAYS HAMMOND LAUDS CURLEY ARTICLE

John Hays Hammond yesterday telegraphed from his Gloucester home a message of congratulation to Mayor Curley, commending him for his Sunday article in the Boston Post, which elaborated on former President Coolidge's plea to the public to support President Hoover.

The message read:

"Congratulations on the broad patriotic spirit of your article in the Boston Post.

(Signed)

"JOHN HAYS HAMMOND."

ter. He read into the record practically the entire campaign speech delivered by Senator Mulhern last week, which was an attack upon the district attorney's office.

As he proceeded the district attorney's request that a reward be offered by the City Council was forgotten and the main issue became one of politics. After a lengthy speech Councillor Kelly declared that Mayor Curley would not approve an order for a reward because, according to the Councillor, the district attorney who made the request was an anti-Curley voter in the last election.

Green Defends Foley

Other long speeches of political nature followed Kelly's remarks. These ranged from a description of the conduct of certain citizens during the World war in this country and elsewhere to dissertations on how remarks make spies of ordinary citizens.

As a result of Councillor Kelly's speech in behalf of Senator Mulhern, Councillor Green rose and delivered only in behalf of the district attorney. He declared that he was opposed to the offering of the reward on the grounds that the police department and the private detectives now searching for Garrett ought to be able to find the missing ex-raider without making "informers of honest, decent men and women."

Takes Norton to Task

Speaking in behalf of the order, Councillor Norton contended that the district attorney was within his rights in urging a reward for a man who had "caused turmoil in the police department for 10 years, and who flaunts justice by boasting that he will not face trial as long as a certain justice is assigned to preside over his case."

Here Councillor Wilson criticised Norton for "mixing politics with consideration of a non-political issue." Wilson said he was opposed to the order "in view of the fact that more reprehensible crimes have been committed lately, including the Rheinstein murder, without inspiring the posting of a reward."

Another speech by Councillor Kelly then followed during which he charged that the request for the reward was a political move.

Will Carry on Hunt

The news of the turning down by the City Council of the district attorney's request was received with various comments by police officials. Most of them criticised the failure of the Council to vote a reward for information that will lead to Garrett's capture.

District Attorney Foley declined to comment one way or the other after learning of the refusal on the part of the City Council to grant his request. He said he would continue to carry on the hunt for Garrett, now in its fifth week, with all the facilities available, and declared that he trusted the police would remain unaffected by the City Council's action.

GLOBE 7/23/30

Curley Warns Big Verdicts Will Halt Public Improvements

Jury awards in cases involving land taking for the fire station at Bowdoin sq, for No. 1 to No. 4 Dock sq and four parcels on Exchange st today caused Mayor Curley to declare that he would put a stop to the "racket."

Mayor Curley said that these land takings, after appeal to juries, will cost the city of Boston about \$250,000 more than city officials feel the various properties are worth.

Until there is what he termed a "more reasonable and equitable attitude on the part of property owners" there must be a letup on public improvements, he said. The Mayor said that in the future it will probably be necessary to get "gentlemen's agreements" with property owners as to the acceptance on the part of the property owner of a fair and reasonable award for their property, before any improvement is made; instead of having the improvement made and then have the owners go to court "and get more than an excessive price for their property."

"It is time to stop public improvements," said Mayor Curley, "until a more reasonable and equitable attitude is displayed by property owners."

"Advocates of public improvements," said the Mayor, "in many cases, want to unload on the city unprofitable property at a sum far exceeding the value."

The jury award against the city in the land taking for the fire station on Cambridge st amounted to \$348,637.50, which included interest. The city offered \$300,000, which the Mayor thought was an excessive amount in the beginning.

On Dock sq and Faneuil Hall improvements the city awarded to the owners of No. 1 to No. 6 Dock sq \$263,200. The owners sued for \$450,000 and the jury, according to Mayor Curley, awarded \$327,270, which the Mayor today declared is \$63,000 more than the Finance Commission's valuation of the properties.

In addition to these, there remain four property awards to be made on Exchange-st improvements.

REPORTS AIRPORT BUILDINGS UNFIT

Fire Commissioner Would Replace Military Plant

Air Officers Concerned Over Army's Possible Change of Location

Army authorities are awaiting an official copy of the report of Fire Commissioner Edward F. McLaughlin, submitted yesterday to Mayor Curley, in which the commissioner declared that the four buildings now used by the Army and National Guard aviation outfits at the Boston Airport are obsolete and unfit for the purposes intended and should be removed or replaced by modern structures. The fire exposure hazard in these buildings is severe, the commissioner said in his report.

Col John A. Hughes, chief of staff of the 1st Corps Area, said last night that no statement will be forthcoming from the Army as yet because the report has not been received at headquarters.

Army Went to Great Expense

However, it is understood that air officers in this vicinity will be greatly disappointed by the report and its recommendations, as the Army authorities went to great expense in moving and remodeling the buildings at the time of the first enlargement movement. It is not known what action will be taken by the authorities, but if Army aviation activities in this vicinity should be moved from the East Boston Airport to another field it would entail considerable hardship to the reserve officers who have to put in flying time.

The report to Mayor Curley follows a personal inspection of the airport by the Fire Commissioner and Chief Henry A. Fox, Asst Chief Henry J. Power, Supt of Maintenance Edward E. Williamson and Supt of Fire Alarm George L. Fickett.

There are 10 buildings at the airport, two occupied by the National Guard, two by the Army, one by the city as an administration building, and the others by commercial flying enterprises. The Commissioner reported that with the exception of the Army and National Guard buildings the exposure hazard from fire, considering the nature of the contents, is normal.

More Water and Apparatus

The report is lengthy and contains many recommendations, principal among them being the provision of a more adequate water supply to the port by connecting the present 3-inch main system with nearby and larger

systems, and also the installation of approved sprinkler systems in the commercial buildings that are at present without such systems.

In the cases of the commercial buildings where the air suction system is connected with the hot air heating system the commissioner recommends that the location of these air suction systems be changed so that the systems will lead to an external wall or outer air, so as to avoid the possibility of gasoline vapor circulating through the heating system.

Recommendation that the three public fire alarm boxes in service at the port be supplemented so that each building would be covered by a box, which would eliminate loss of time in sending out an alarm, is also contained in the report.

Because of the fact that the nearest piece of fire apparatus to the airport is located at Orleans and Summer sts, the commissioner recommended the establishment of a fire apparatus unit at the port.

Suggests Better Approach

Referring to the approach to the airport Commissioner McLaughlin said: "Having in mind the future development of the airport and the fact that the approach is very much limited and roundabout for fire apparatus or other vehicles, I would suggest that Porter st be extended as far as flying field. This would bring fire apparatus or other vehicles from center of island district direct to west side of field, thereby eliminating loss of time and congestion."

The commissioner also suggested that two emergency boats be located at the airport for use in accidents where planes fall into the water. He stated that one should be located at the bulkhead east of the flying field and the other at or near the landing raft south of the airport.

POST 7/23/30

A MISTAKE

The City Council made a grave error in judgment yesterday in refusing to support Mr. Norton's motion to offer a reward of \$500 for the arrest of Oliver Garrett. The argument that it was a State, not a city, matter hardly holds water. Garrett was attached to the Boston police department, which is, to be sure, under State control. But the city pays the bills and misconduct of policemen, if any, reflects on the municipality.

That, however, is not the principal reason the small reward should have been authorized. There is altogether too much talk that certain interested people have no desire to see Garrett apprehended, but are willing, even anxious, that he should enjoy an indefinite period of liberty. The City Council's action is bound to give new life to this gossip however unfounded it may be.

Council Turns Down Garrett Reward Offer

Mulhern-Foley Feud Seen as Basis for Refusing
District Attorney's Request for Providing \$500—
Rejected by 10 to 6 Vote

The political feud between Dist.-Atty. William J. Foley and Senator Joseph J. Mulhern, which had its roots in the Garrett case, is seen as the basis for the city council's refusal to approve the district attorney's request for the posting of a \$500 reward for the fugitive patrolman.

REJECTED 10-6

The request for the reward, the approval of which had been considered a foregone conclusion, was rejected by a vote of 10 to 6. Bitter disputes which hinged on the Mulhern-Foley contest for the district attorney's post marked the debate, while two South Boston councilmen failed to rally to Foley's support, despite the fact that he is a resident of their district.

The order for the \$500 reward, the highest amount legally possible, was introduced by Councilman Norton of Hyde Park. An early test of strength revealed a line-up of 12 to 5 against the measure.

NO EMERGENCY SEEN

Previously, Corporation Counsel Silverman had advised the council that a \$500 reward offer could be made, but added that Gov. Allen and his council should be asked by the district attorney to take the initial step. Such a move was advised against only recently by Atty.-Gen. Warner on the ground that no public emergency existed.

The rebuff from the council was greatly heightened by the refusal of William G. Lynch, president and a South Boston neighbor of the district attorney, to support the reward project.

Those attached to Mr. Foley's office expressed astonishment at the attitude of the council. The moral effect of the offering of the reward, through which the desire to bring about Garrett's arrest and trial, was the principal reason for the district attorney's request, it was said.

SKEPTICAL OF RESULTS

Following the rejection of the measure by the council, those in close touch with the situation were frank in stating that belief that the reward would do little good was a powerful factor in its rejection. It was said that many councilmen believed that, since the Boston police department had been proved helpless in the Garrett case with no

reward, they could prove equally ineffective with one.

Councilmen who favored the order were Bush, Fitzgerald, Gleason, Norton, Power and Ruby. Those against it were Cox, Curtis, Englert, Green, Kelly, Lynch, Mahoney, McGrath, Murray and Wilson. Absentees, many of whom evaded roll call, were Arnold, Donovan, Dowd, Fish, Gallagher and Hein.

TACTICS REBUKED

The political issue of the Foley-Mulhern feud was injected into the debate which followed the order's introduction by Councilman Kelly of Dorchester, who frankly stated that his opposition to the concept was for the purpose of giving the "challenger"—Mulhern—primary consideration.

His tactics brought on mild rebukes and was answered by the pro-Foley attitude of Councilman Green of Charlestown.

During the argument which started in executive session, President Lynch, who had refused to introduce the order which Norton sponsored, declared that another councilman had made a like decision.

Opponents of the reward, seeking to conceal political bias, argued that it was the duty of the Governor to reward detectors of Garrett, and that men and women should not be converted into "informers" in the course of the search. Councilman Norton deplored the injection of politics into the issue and upbraided Garrett as one who had flouted all law and order.

WILSON REBUKE

A rebuke for mixing politics with the issue was also voiced by Councilman Wilson, who stated that the basis for his negative vote was the fact that far more reprehensible crimes, including the Reinstein murder, had been followed by no requests for a reward from the district attorney.

Councilman Kelly stated that the body should not be used to bolster Foley's chances of re-election. He also repeated recent charges made against Foley by Mulhern. Other discussions both pro and con, were marked by extreme bitterness.

Meanwhile, an item of \$20,500 was included in the new supplementary budget received yesterday for further pursuit of Garrett.

This budget, sent to the council by the mayor, totalled \$827,371. The \$20,500 item was cut from an original request of \$30,000 by Mayor Curley.

SUBWAY EXTENSION WORK COMMENCED

Mayor Breaks Ground at Kenmore Station

Headed by Mayor Curley, who wielded an engraved silver shovel, a group of city and Elevated railroad dignitaries yesterday broke ground for the subway extension at Governor square, Kenmore station.

Workmen stood around while officials and engineers of the Elevated and Boston transit commission peeled off their coats and waited their turn to start the work which will provide a more efficient connecting transit link between Boston and Brookline and Newton.

Capt. Thomas Sullivan, chairman of the transit commission, introduced Mayor Curley to the crowd and, after the latter made a few remarks on the significance of the project, he removed his coat and plunged the shovel into the ground. A loading bucket received the first bit of earth from the excavation. George Curley, son of the mayor, then took the shovel.

E. E. Whiting, acting chairman of the Elevated trustees in the absence of Henry I. Harriman, spoke for the trustees. He added his bit of labor to the project and was followed, in turn, by Capt. Sullivan, Ernest Johnson, another Elevated trustee; Corporation Counsel Samuel Silverman, and others.

PLATE PRINTERS OPEN 38TH ANNUAL MEETING

The International Plate Printers, Die Stampers and Engravers Union of North America, which includes workmen who make currency, postage and revenue stamps and other official paper for the United States and a number of other governments, assembled yesterday at the Hotel Statler in its 38th annual convention, to continue all this week.

F. A. Mullen, spokesman for Mayor Curley, welcomed the 50 delegates.

Peter A. Foley, president of Local No. 3, Boston, opened the meeting and introduced the mayor's representative. After the latter's address, Herman Neissner, international president and a member of the Philadelphia local, took the chair and the business session began. The session was addressed by Charles T. Smith, former international organizer of Washington, D. C., and by William A. Dalzell, chairman of the convention committee of the Boston local, who outlined the program for the week.

The afternoon was occupied with receiving reports of officers, and the evening with committee meetings. The business sessions will be held mornings and afternoons.

City Council and Garrett

No Reward, But a Political Debate

The Boston City Council refuses to offer a \$500 reward for the capture of Oliver B. Garrett, whose alleged reign of graft and corruption brought the Boston Police Department into public scandal and whose flight from trial and continued freedom have cast a cloud of suspicion over the entire force.

It is not necessary to restate the common suspicion that his continued freedom is an asset to substantial politicians who otherwise might be exposed in the ramifications of corruption which trickled through and out of the Department.

Nor is the political ambition of District Attorney Foley or of Senator Mulhern an issue for Council to debate or to permit to interfere with the transaction of its proper functions.

It is unfortunate that the Council could not anticipate the applause its membership would have received from the public had the \$500 proposal been unanimously adopted, with no need for debate. And the addition of a statement of regret that the Council was limited to that amount by the terms of the proposal would have been a ten-strike!

The Council is the agency through which the overwhelming will of the people could have been expressed in this notorious and smelly Garrett matter. The reward is important, not in its amount, but in that it typifies the desire of the public to revive decency in their civic affairs and not to see common justice arrogantly flaunted by those who were sworn to maintain it with absolute impartiality. The Boston Evening American will be happy to pay its offered reward of \$5000 in the Garrett case. Presumably, the missing ex-raider is flattered by this amount on his head, even though he for years dealt in big figures himself. So the amount that Council may add is in itself not so important.

In arguing against the injection of politics in the matter, the Council now has placed itself in the unenviable light of itself playing politics.

We do not like to see the Council, representing as it does a city with brilliant traditions running back through many generations, place a smudge permanently upon its record. In the light of its fuller judgment the Council can be expected to adjust this matter when it meets again.

SPURS GARRETT HUNT DESPITE \$500 DEFEAT

The City Council's refusal to offer a reward of \$500 for the capture of Oliver B. Garrett spurred District Attorney William J. Foley today to put to work every resource at his command to track the fugitive ex-policeman.

Foley expressed himself as keenly disappointed at the action of the councillors, several of whom made a political football of the issue, dragging the coming election for district attorney and the last mayoral campaign into their debate, with an accompaniment of verbal brickbats.

"I did what I thought was my duty," said Foley today. "I felt that the offer of an additional reward would be of some help in getting clues that might lead to Garrett's arrest."

"I suppose the members of the city council feel they were doing their duty but I certainly disagree with them."

"Reward or no reward, I am going to continue the search with every means at my command."

Because of mounting city expenses, Mayor Curley felt compelled yesterday to reject a request for \$30,500 for the Garrett hunt in the county budget, but he allowed \$20,500.

CURLEY SCORES 'LAND-TAKING RACKETEERS'

Mayor Threatens to Stop Public Improvements Unless the "Milking" of City Ceases

Declaring that jury awards in cases of land taking by the city will cost approximately \$250,000 more than officials feel the property is worth, Mayor Curley today threatened to stop public improvements if this form of "racketeering," as he termed it, does not stop.

The mayor declared that unless property owners are more reasonable there must be an immediate letup in city improvements.

Jury awards in the taking of land for a fire station in Bowdoin sq. for four parcels of land in Exchange st., and for the land numbered 1 to 6 Dock sq. are unsatisfactory to city officials, he said.

The award for the land in Bowdoin sq. was \$348,637.50. The city offered \$300,000 for that property, although, he said, it was believed that even that amount was excessive.

The city awarded damages of \$263,200 to the owners of the Dock sq. property. Not satisfied with this amount, suit for \$450,000 was brought and the jury awarded damages of \$327,270. The mayor declared this was \$63,000 in excess of the value placed on the property by the Boston Finance Commission.

"In many cases advocates of public improvements are trying to unload unprofitable property on the city at a cost far in excess of its real value. This form of racketeering must stop," the mayor reiterated.

"It is time to stop public improvements until such time as property owners display a more reasonable and equitable attitude."

"In the future it may be necessary to get gentlemen's agreements regarding a fair price for their land from property owners before any public improvements are made. Now improvements are made and then the owners go into court and get excessive prices for their property. This racket must stop at once."

RECORD 7/23/30



TRANSCRIPT 7/23/30
**Council Refuses
Garrett Reward**

An official request from District Attorney Foley that the City Council assist his office in the search for Oliver B. Garrett by offering a reward was denied in yesterday's session by a vote of 10 to 6.

It was Councilor Norton of Hyde Park who had offered an order for a reward of \$500, the highest reward legally possible, though Corporation Counsel Silverman had advised that Governor Allen and the Executive Council should be requested by Mr. Foley to take the initiative.

Councilors who favored the reward were Bush of Roxbury, Fitzgerald of the West End, Gleason of Roxbury, Norton of Hyde Park, Power of Roxbury, Ruby of Dorchester.

Against were Councilors Cox, Curtis, Englert, Green, Kelly, Lynch, Mahoney, McGrath, Murray and Wilson.

The absentees, several of whom evaded the rollcall, were Councilors Arnold, Donovan, Dowd, Fish, Gallagher and Hehn.

Recommendation of Chief Justice Bolster of the Municipal Court for a salary increase from \$5600 to \$6000 for Chief Probation Officer Albert J. Sargent of the court, was turned down by Mayor Curley.

Rapid Transit extension at Governor sq. got underway yesterday when Mayor James M. Curley and his son, George, turned first ground for underpass, which will emerge in front of Temple Israel. Mayor hopes unemployed vets in distress will benefit by project.

AMERICAN 7/23/30

**Boston City Band
in Debut on Common**

The debut of the Boston Municipal Band, an organization of 60 musicians under the direction of Walter Smith, occurred at noon today at the Tribune on Boston Common. More than 1000 persons attended.

The concerts, of which today's was the first of six, have been arranged by the Tercentenary Committee, John O'Shea, chairman. Future concerts are to be given at the Strandway and in the Boston Garden.

STATE BANK OFFICIALS OPEN CONVENTION HERE

Atty Gen Warner Extends Welcome For Gov Allen— Delegates Go on Sightseeing Trip

Eighty representatives of the banking interests of the United States, including many bank commissioners and supervisors of credit unions met at the Copley-Plaza Hotel this morning for the 29th annual convention of the National Association of Supervisors of State Banks. They will be in session in this city through Thursday, with morning discussions of current issues in banking, and afternoons spent in sightseeing and recreation.

In addition to Roy A. Hovey, Bank Commissioner of Massachusetts, the local Federal Reserve Bank is acting as host to the convention, and representatives of the credit unions are taking a prominent part in it. Approximately 33 bank commissioners are attending this convention, representing as many States and territories, one of them, Henry A. Asch, coming from Honolulu, where he is deputy bank commissioner of Hawaii. Seven Federal Reserve districts also are represented.

Atty Gen Warner represented Gov Allen this morning, in opening the convention with formal welcome from the Commonwealth. Commissioner Hovey also welcomed the delegates, and a response to these addresses was made by R. E. Reichert, Bank Commissioner of Michigan. The president of the association, M. E. Bristow, Commissioner of Insurance and Banking in Virginia, then delivered his annual address.

Not Solution of Problems

Largely devoted to more technical aspects of banking, this address expressed the opinion that branch and chain banking systems are not the ideal solution for present-day problems. Discussing bank failures, Mr Bristow declared that "in most cases, failure banks should never have been started. Failures have been mostly small, under-manned, under-capitalized, country banks, with other causes in deflation and mismanagement.

"Branch and chain systems are not the proper solution. The solution is in better selection of places and men, better supervision, better management. Moderate branch banking has enabled me to save banks from going into the hands of receivers occasionally, but whether it is a permanent contribution to the evolution of the banking system, remains to be seen."

The welcome of Mayor Curley to the convention was expressed this noon through Charles F. Fox, Budget Commissioner of the city, at a luncheon tendered the delegates by the representatives of the credit unions. Mayor Curley was particularly interested in attending this convention and sent his regret that he was unable to do so, inasmuch as on his own volition in 1915, he organized the Boston Municipal Employees' Credit Union,

which now has a membership of 2400 members.

Membership of 17,000

Charles F. Donahoe, of the Telephone Workers' Credit Union, was made honorary chairman of the luncheon this noon, in recognition of the fact that this credit union, organized among the employees of the New England Telephone & Telegraph Company, is the largest known in the world, with a membership of more than 17,000 men and women. He was introduced by Bank Commissioner Hovey, and in turn introduced Budget Commissioner Fox.

Another speaker this noon was James Jackson Walsh, chairman of the Massachusetts Bay Tercentenary Council, who described the celebration going on in this State this Summer.

This afternoon, as the guests of the Boston banks, the delegates will visit Boston and suburbs, Cambridge, Harvard University, Lexington and Concord, and the Wayside Inn in South Sudbury, where dinner will be served.

Tomorrow morning will be spent in the reading of papers, with another historical sight-seeing tour in the afternoon, furnished by the Boston Federal Reserve Bank, ending with dinner in the evening at the New Ocean House in Swampscott.

Special Tercentenary Menu

In recognition of the tercentenary, a special historical menu was prepared for the luncheon this noon. Printed in old-fashioned type, to imitate a colonial manuscript, this menu points out that "It is particularly happy circumstance which enables us to extend a hearty welcome to Boston to the National Association of Supervisors of Banks.

"Three hundred years ago, June 12, 1630, Gov John Winthrop brought to the place of its jurisdiction the charter of the Governor and Company of Massachusetts Bay in New England, which event Massachusetts is this year celebrating. In this historic colony and State, banking as we know it, also in large measure had its origin. It is said that a private bank was authorized in Boston as early as 1686, and a land bank was agitated in 1701 and was actually started in 1739.

"The 'Old Massachusetts Bank,' the second bank organized in the United States, started doing business July 5, 1754. The National Banking law, passed Feb 25, 1863, resulted in the reorganization of the Safety Fund as the First National Bank Feb 1, 1864, the second bank organized under the act.

"The Provident Institution for Savings in the town of Boston was chartered by the Great and General Court Dec 13, 1816, a few days after the first mutual savings bank in the United States had been organized at Philadelphia. The Pioneer Cooperative Bank was organized Aug 6, 1877. Massachusetts passed the first general credit union law in the United States, in 1909, and is the pioneer State in credit union development.

AIRPORT MEN BACK REPORT

Poor Housing Brings Low Ranking, They Say

The part of Fire Commissioner McLaughlin's report pertaining to the National Guard hangars at the Boston Airport caused no surprise to men who use these hangars.

The Fire Commissioner, in his report to Mayor Curley, stated that the National Guard hangars were not only obsolete and unfit for the purposes intended, but are also in poor condition structurally.

Aviation officers of the National Guard said today that for some time they have been trying to secure appropriations from the State, to set up new buildings, and that a bill put into the Legislature last year for this purpose was killed. They further said this morning that because they are without the proper housing conditions at the airport they received a low mark in the Federal inspections conducted by Regular Army officers in the Spring and last month.

The majority of the officers feel quite indignant because the State will not cooperate to bring the aviation unit to or above the standards of other National Guard units in the country. It was pointed out that the Federal inspectors have conceded that the Massachusetts National Guard flying officers and the enlisted men of the unit are very capable and efficient men, ranking with the best units in the country. However, the conditions under which they work are such that their inspection grade is low, and as a result they undoubtedly will not receive as large an issuance of Federal equipment this year as they feel they are entitled to.

The hangars now used by the National Guard were given to the State by the Federal Government years ago.

When the airport was enlarged, these hangars, together with the two regular army hangars, were moved to the westerly end of the field. The Regular Army on setting up its hangars and small buildings on the new location spent considerable money in erecting and reconstructing them. The State did not appropriate money to do the work the Federal authorities did.

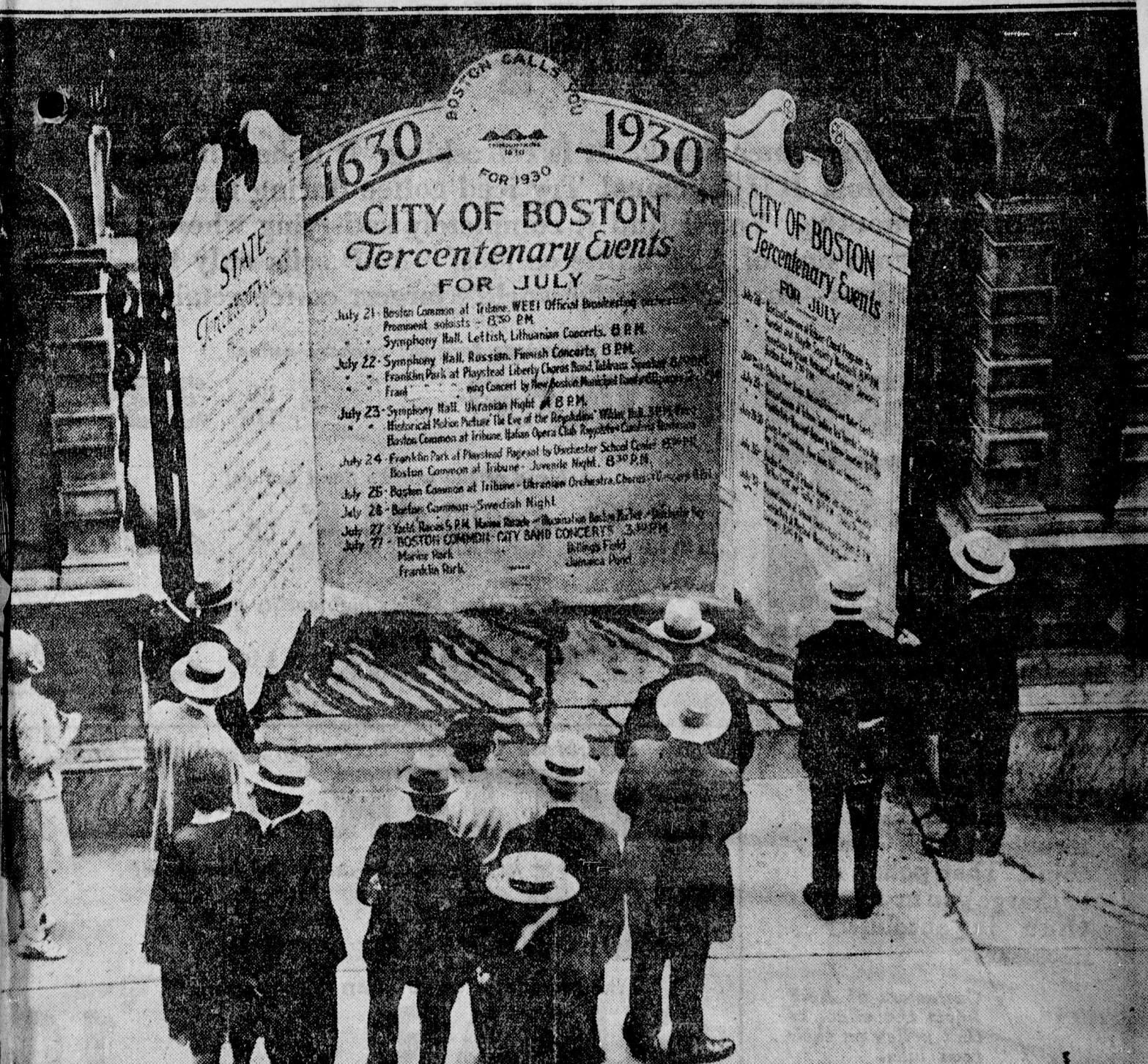
Many of the National Guard officers who are now making preparations to leave on their annual tour of duty at Marston's Mills, Cape Cod, next Saturday, feel that State officials will probably take some progressive action in view of the inspection report of Fire Commissioner McLaughlin.

This evening an officer and six enlisted men will go over the road to Marston's Mills and will make arrangements for the coming of the entire unit of 100 men and 20 officers.

MAYOR APPROVES OF 40 LABORERS FOR 3 MONTHS

Mayor Curley today approved the temporary appointment, for a period of three months, of 40 laborers at \$5 in the Public Works Department.

Tercentenary Events as City Hall Proclaims Them in Advance



Everybody Stops to Read Mayor Curley's Bulletin Board

(Transcript Photo by Frank E. Colby)

celebrations of Both City and State Will be Announced Month by Month Within the Gates at the School Street Entrance to City Hall, the Plan Serving as an Official Welcome to Strangers Who as Well as Others, Are Invited to Visit the Tercentenary Headquarters on the Four Floor of City Hall if They Desire Further Tercentenary Information Orally or Through the Medium of Many Booklets Which Have Been Prepared.

ITALIAN NIGHT AT TRIBUNE

12,000 Enjoy Music,
Choruses and
Solos

Before an audience estimated at 12,000 persons, Italian Night, another of the 32 entertainments arranged by Mayor Curley's tercentenary committee, of which Miss Eva Whiting is the chairman, was presented last night at the Tribune on the Common.

CHORUSES IN COSTUME

An unusually fine programme of classical, operatic and choral music was presented with vocal and instrumental artists of note contributing. Judge Frank Leveroni of the Municipal Court and a member of the tercentenary committee was the speaker.

Combined choruses of the East Boston School Centre and the Michael-

angelo School of the North End, garbed in periodic native dress, lent a splash of flamboyant color to the occasion and assisted the programme materially with their almost flawless singing of difficult classical numbers.

Demand Encores

The Martino Concert Orchestra under the direction of Raffaele Martino were heard in several concert numbers and accompanied the vocal artists, Iride Pilla, soprano; Erdine Maddock contralto; Samuel Sawtelli, tenor and Giuseppe Gozzi, baritone. A chorus from the Italian Opera Club was directed by Emilia Ippolito. The large audience showed it was appreciative of the excellent music presented by its prolonged applause and insistent encores.

The programme opened with the Triumphant March from Verdi's "Aida," by the orchestra. Giuseppe Gozzi sang the Prologo from Pagliacci which was followed by another orchestral selection, Intermezzo from "L'Amico Fritz."

Judge Leveroni's Talk

Judge Leveroni in a brief talk extolled the part the Italian people had taken in the formation of the United States. He showed how the foundations of the educational system were based on the Latin language. Judge Leveroni then pointed out how all of the nations which have contributed to the growth and present greatness of the United States all work together as a whole, under the common bond of American citizenship.

Orchestral numbers and vocal selections by the quartet brought the programme to a close. At the end, the "Marcia Reale," Italian national anthem and the "Star Spangled Banner" were played and the audience stood and sang the words while Conductor Martino directed.

The next in the series of entertainments, arranged by Miss Doris M. Celley of the Community Service, Inc., will be at Franklin Park tonight. The First Corps Cadet band will play.

GIVE LAST OF RACIAL FESTIVALS

Ukrainian Night Ends
Symphony Hall
Series

Ukrainian Night, the closing night of the series of celebrations under the auspices of the Massachusetts Bay tercentenary committee on racial groups, brought out the largest and most enthusiastic audience to Symphony Hall last night. Mrs. William Lowell Putnam, the sponsor and chairman of the festivities, was presented with an old-fashioned bouquet of flowers by Mayor Curley, in appreciation of her work.

RULED BY FOUR NATIONS

Ukrainian song, ballet, and folklore, as presented in the colorful programme, explained to those in the audience not familiar with Ukrainian culture and ethnology the ancient background of this racial group. But to the many of Ukrainian and allied races in the audience, the rich and beautiful music of a creative people struck not only a sympathetic but nostalgic note of their old fatherland which their national poet, Tara Shevchenko described as "Our land but not belonging to us."

Ukrainians are a nation of 40,000,000, but are ruled today by four nations. But their culture, as the programme illustrated, came back to the days when they served as Europe's shield against Asiatic barbarism of the Huns and the Tartars.

Have Love of Music

Though they fought for centuries as defenders of their nation, the creative love of music, poetry, dance, and song expressed itself in their folklore. All their music carried the feeling of imagination, emotion, and certain wistful quality of an idealistic people.

The entire programme was given in the Ukrainian language which for centuries Ukraine's oppressors prohibited the use in schools, in books, and in the press. But in spite of this, their culture spread. The Ukrainian ballet developed and their folk dances were adapted by other groups. This note of familiarity was evident in many of the primitive Ukrainian folk dances that featured their programme.

Figures Prove Need of New City Golf Course

That the city of Boston is in immediate need of another golf course is apparent to every lover of the game, now obliged to loaf along the course at Franklin Park if he desires to play a few holes any day.

To give an idea of the number that have registered this year up to date for play, and to show that it has been no drain on the city's treasury, we print the following figures from the records of Park Commissioner William P. Long.

Number of annual permits granted, 1913, at \$10 each, \$19,130.

Number of daily permits, 5400, at \$1 each, \$5400.

Number of daily permits, Saturday, Sunday and holidays, 230, at \$3 each, \$690.

Total permits, 7543. Total amount received \$25,220.

Of the 7543 permits issued for play that have benefitted the city treasury to the extent of \$25,220, 475 have been issued to women.

Fire Engines and Traffic Lights



STRANGE as it may appear, the fire department approves of the plan to stop all apparatus at red traffic lights, even when the department is responding to alarms.

Fire Commissioner McLaughlin and Chief Fox explained the reasons in detail to the Boston Traveler. The commissioner said:

"The purpose of the fire department is to save life and property and prevent fires. We should not kill several persons in order to reach a fire, even if lives are to be saved at the fire."

The commissioner then explained that civilian drivers in side streets, seeing a green light, would naturally drive out and possibly be hit by fire apparatus running by a red signal. Even if the red light is set against the engine, a policeman may take charge of traffic and direct the apparatus to proceed. The driver of the engine, if he is certain no vehicle is approaching, may run by a red light. In other words, he must use his own judgment. The rule is not inflexible.

Aside from all this, about 85 per cent. of all fires are extinguished by one piece of apparatus, and at least one will get to the fire quickly. And finally, the department has made tests and finds that under the light system, and obeying all the signals, its apparatus gets through traffic much faster than it ever did under the old system.

When both Commissioner McLaughlin and Chief Fox are heartily in favor of the order, it must have merit. In fact, on April 26, 1929, the then fire commissioner, Mr. H. H. Han, issued an almost identical general order. About the only difference is that the present one applies to the new traffic light system.

HERALD 7/24/30

FIRE TRUCKS AND SAFETY

It is, of course, desirable for fire apparatus answering an alarm to proceed with such caution that they will avoid collision with other vehicles and arrive at the scene of the fire well prepared to save life and property. And it is true that former Fire Commissioner Hultman's order of April 26, 1929, restricting their speed to 20 miles an hour in downtown Boston was necessitated by a lamentable series of accidents. But would it endanger the safety of the public or the efficiency of the apparatus if Commissioner McLaughlin should permit his drivers to proceed cautiously across intersections where a red light is showing instead of requiring them to stop and wait for the light to turn green? A state regulation orders motorists to give the right of way to fire apparatus on all occasions, and the splendid noise-making equipment of the trucks should be ample to give warning of this obligation.

After all, it is a small question of public policy and one on whose solution the fate of the city of Boston is not likely to depend. But many citizens will question the wisdom of making a rule which in an emergency—and practically every fire is an emergency—will be broken.

LIGHTS FAIL TO DELAY FIREMEN

Apparatus Loses but Little
Time in Trip up Tremont Street

CRUISING TAXICABS TO FACE COURT

Fire apparatus answering alarms of fire in the North end yesterday encountered practically no delay in proceeding through the downtown area under the new automatic traffic signal lights. It marked the first test of the lights by the fire department. Veteran fire officials, however, indicated that several more tests will be necessary before they comment one way or other as to the fire commissioner's rule ordering all apparatus to observe the signals in answering an alarm.

With the approach of the trucks all traffic on Tremont street came to a full stop, thus giving the firemen the right of way, which has been the rule for many years.

The third day of the light system was pronounced successful by traffic officials, who reported last night that as a result of a campaign instituted by Deputy Superintendent Thomas H. Goode, in charge of traffic, more than 100 taxicab operators will be brought to court to answer charges for violating traffic laws. Checkers under orders from Deputy Superintendent Goode took the numbers of scores of cruising taxicabs in the downtown area and already summonses have been obtained for many of them.

The police say these taxicab operators have been cruising illegally on Tremont and Washington streets. The names of a number of other operators were taken for infractions of other rules.

Two tests were conducted in the area during the day and proved highly satisfactory. On one trip a traffic department car went over the route on Washington street from Broadway to Haymarket square in 5½ minutes and on Tremont street from Cambridge street to Broadway in four minutes.

There was less jaywalking yesterday and the police believe that the pedestrians are becoming better acquainted with the lights.

CHINESE ISSUE N. E. DIRECTORY

Allen and Curley Photographs Given Prominent Space

DEEP JOKE TICKLES ORIENTAL READERS

The first Chinese directory ever published in New England, a large volume with advertisements and reading matter both in English and the 10,000 characters of China, and plenteous illustrations came from the bindery yesterday and was mailed to 2500 Chinese subscribers by Wong C. Poy, its compiler.

There was much excitement along the upper end of Harrison avenue later in the day as the Chinese population perused the volume from back to front and from up to down, admired pictures of Gov. Allen and Mayor Curley under Chinese characters, and snickered at a solitary oriental joke.

This one proved to be a little deep for popular occidental consumption. It seems that five men wanted to cross a river and didn't have any boat, so they got five planks and walked across. Four men and five planks, a river and no boat. You get it, don't you? Neither do we, despite Wong Poy's patient explanation.

LAUNDRIES LISTED

The directory part of the directory comprises a list of the 1111 Chinese laundries and the 245 Chinese restaurants in New England. Figuring three to a laundry and eight to a restaurant, this pretty nearly accounts for the entire Chinese population. The balance of 6000 Chinese residents are mainly in the importing business.

The scope of the book is large and Wong Poy and his associates in the Chinese United Association which embraces 5000 of the New England Chinese planned it as the first of a series of quarterly publications. The occasion is the Massachusetts tercentenary and there is an article on the founding by William Frary, translated into Chinese by Wong Poy.

His Excellency and His Honor appear in photograph opposite good wishes for the success of the book. The Chinese preface is by Harry H. Dow, a member of the Massachusetts Bar and an interpreter in the immigration service. There is an article on the Chinese United Association by its president, Wong Nar Hing, in Chinese. There is a list of the 27 Chinese holidays in the characters of Confucius and a list of the 20 Chinese clubs and associations of Boston in English.

DISTRIBUTED FREE

Among the illustrations are pictures of Dr. Sun Yat-Sen, founder of the Chinese republic, and of Gen. Chiang Kai-Shek, its present President, also a photograph of a strange rack formation more than 100 feet high which stands at Kiang-Sue, China.

The characters on the front cover, which, from the American viewpoint is the back-cover, were drawn by Lee Tan Sun who is considered the best penman in New England. The printing was done by Hon Yuen & Co. with the

aid of a monotype machine with nearly 10,000 characters.

Wong Poy, who handles the Chinese business for the Shawmut Bank, said that he had received 200 requests for copies of the directory from non-Chinese. He had 2000 more on his mailing list with 2500 copies left and it looks as if the edition would be speedily exhausted.

The book is being distributed free. It carries a large amount of advertising, most of which Wong Poy translated from English into Chinese. Compilation and printing of the book required nearly a year.

It is not the first book of its kind for the New York Chinese compiled a directory three years ago.

Prefaced Directory



HARRY H. DOW

ORDERS DOUBLE SHIFTS ON SUBWAY WORK

Curley Also Abolishes Overtime on Big Project

Definite announcement that work on the Governor square subway extension will be carried on for 16 hours daily and that the practice of allowing overtime pay in the public work department will be replaced by the plan of giving overtime workers time off, was made by Mayor Curley yesterday.

The use of two shifts of workers in the subway project will not only shorten by more than a year the estimated three years necessary to finish the works but will permit of the employment of twice the number of laborers anticipated.

Commissioner of Public Works Rourke told the mayor that the abolition of overtime payments will allow him to add at least 30 men to the department force without any addition to payrolls.

WILL ERECT ARCH IN FANEUIL HALL SQ.

Curley Selects Decorations for Big Conventions

Mayor Curley yesterday selected Faneuil Hall square as the location of the massive decorative arch which will be erected for the tercentenary and the conventions of the American Legion and Knights of Columbus.

Because the narrowness of Boston streets precludes the erection of any decorations which would encroach on roadways, the most prominent of the decorative features will be located in wide squares.

The historical importance of Faneuil Hall and the realization that the great majority of strangers to Boston visit the building influenced Mayor Curley to select a site close to the statue of Samuel Adams for the one huge arch which he approved.

He suggested that the design must be of a character which will permit of the changing of the outstanding figures to symbolize with the tercentenary and the two conventions.

Decorative columns will be set in Adams square, Postoffice square, Church Green, Boylston and Tremont streets and the intersection of Stuart and Arlington streets and Columbus avenue. There will be close to 50 of them.

The American Legion committee on street decoration plans to turn Tremont street between Boylston and Park streets into "the avenue of states" and whatever decorations are accepted by the tercentenary committee will conform to the scheme of the legion.

BANS SACCO MEET AT PARKMAN STAND

"Hire a Hall," Curley Tells International Labor Defence

"Hire a hall" was the answer of Mayor Curley yesterday to the petition of International Labor Defence for the use of the Parkman bandstand on the evening of Aug. 22 to recognize the third anniversary of the electrocution of Sacco and Vanzetti.

"This case is ended," said the mayor in amplification of his decision. "It was decided in the courts of the commonwealth in accordance with all legal requirements. As far as the state and the city are concerned, it ended three years ago, and there will be no use of the Parkman stand permitted to discuss the case."

"If any one desires to do so, there are halls which can be hired for the purpose."

His negative decision on this petition was not duplicated on two others. The communist party was allowed the use of the bandstand between 6 and 7 o'clock on the evening of Aug. 1 to discuss the danger of imperialistic war. The committee on agitation and propaganda asked for the permit, and the mayor announced that the agitation will not be interfered with.

The mayor also granted permission for the use of the stand to the Workers' International Relief, Sunday noon, for a meeting in behalf of the Yorkshire, England textile strikers.

A-1-A RATING FOR HUB PORT LIKELY

By GEORGE HAMBLIN

With dredging activities scheduled to start within two weeks, Boston's chances of obtaining an A-1-A rating for its airport loom as a possibility to be realized in the early spring, Airport Superintendent Albert L. Edson stated today.

The final work on the lease to be obtained by the city from the state for 40 acres on the eastern end of the present area, is being completed, and will shortly be signed and sealed by the parties concerned.

Edson stated that with the new land granted by the state, mud dredgers will be immediately brought into action, and the floor of the harbor poured onto the present mudflats. If work is begun soon enough, the dredging will be completed before fall, and can be levelled for possible emergency use. The fill will have to settle for a rather long period and then slendering can be started.

The present west take-off, bringing the ships right over East Boston, considered extremely dangerous if a motor fails, will be entirely done away with by construction of a 2500-foot runway on the new filled in area. Take-offs to the west will be out over the harbor, and if a motor quits, the worst that can happen will be a wetting.

Take-offs to the north will be from crossing the hangars, and northeast southwest hops will continue to be out over the water.

"With the improvements planned for the present," said Edson, "Boston will not only have an A-1-A rating, the highest awarded by the federal government, but will have all approaches clear. This will make it one of the few airports in the country near the center of a large city boasting such features."

COURT REFUSES TO HALT TUBE

Louis L. J. Marshall of Boston talked at length in the Supreme Judicial Court yesterday about his scheme for handling traffic at Governor sq. without actually disclosing his method, but finally his petition directed against Col. Thomas F. Sullivan, chairman of the Boston Transit Commission, and Joseph A. Conry, traffic commissioner, to compel them to allow him

PORT OF BOSTON

By CARL MORRISON

At the recent conference luncheon which Mayor Curley held for various shipping men at the suggestion of John T. Scully of the industrial and publicity bureau, some comment was made that "more piers were needed."

This comment was advanced because of frequent crowded conditions at Commonwealth Pier in South Boston, occasionally forcing ships which regularly berth there, to dock elsewhere. One solution which has been suggested, is for the state to restrict this pier to shipping interests and bar all outside activities which at present congest the pier.

Another possibility would be for the state to give its attention to "little Commonwealth" pier in East Boston. The shipping industry would like to have certain questions answered, which are:

1—What are the earnings of this pier?

2—What is its physical condition?

3—What are the uses of the pier?

This pier can be plainly seen from the window of the press room in the Customs House tower. The outside condition appears rather inferior. The attention of the writer was vividly called to the pier when the writer was passing by in a ship. A visitor asked the name and purpose of the pier, and expressed astonishment when informed that the Commonwealth operated such a "half-grown" little dock.

If Boston DOES need more piers, then why can't the State develop the pier to a full length to match the others adjoining? The various companies which have difficulties at the larger Commonwealth Pier might well find value in a longer East Boston No. 1 dock.

About the only use which this "half a pier" seems to receive now is for the occasionally docking of ships wishing to tie up temporarily. If the State officials are sincere in their statements of wanting to help the port—and harborites concede that sincerity—then these officials might well study the conditions existing at both of the Commonwealth piers.

to demonstrate his method was dismissed by Judge William C. Wait. No opposition to Marshall, who acted as his own attorney, was heard.

He sought to prevent the starting or the completion of the proposed extension of the Boylston st. subway until he had a chance to show how he could handle the traffic without stopping a single automobile and without crossing the Elevated tracks at grade.

He told Judge Wait that he had been unable to reach Governor Allen, Police Commr. Hultman, Supt. of Police Crowley and Colonel Sullivan. He claimed he could save the taxpayers of Boston a lot of money.

ALLEN, CURLEY OFFER AID TO ITALIANS

Cable to Rome in Behalf of
the Committee Formed at
State House Meeting

With Governor Allen and Mayor Curley as honorary chairmen, a committee was formed today in the Governor's office at the State House to work in co-operation with the American Red Cross in disseminating information on the earthquake disaster in southern Italy.

The committee will hold itself ready for any calls that may be made upon it.

The original purpose of the meeting was to start a relief fund, but Pio M. Margotti, Italian consul-general in Boston, received information from his embassy in Washington that the Italian Government, though grateful for the offers did not desire material outside assistance.

HELD TOGETHER

Governor Allen suggested that the committee be not dissolved but stand ready to relieve the mental distress of persons here who are anxious about relatives in the earthquake area.

"I think it is an excellent idea to keep the organization together," the mayor said.

James J. Phelan agreed with this and said he had cabled Edward M. Hearn, an American citizen, living in Rome, for information, asking also if the Knights of Malta could be of any assistance.

Mr. Phelan then suggested that a sub-committee be formed, and this was approved.

MESSAGE TO ROME

At his suggestion also, it was decided to send a cable message to the Italian government, signed by the Governor and the mayor, stating that a committee had been formed to act in any way agreeable.

James Jackson, for the American Red Cross said that his organization stood ready to help.

Others at the meeting included Judges Joseph H. Zottoli, Frank Leveroni and A. K. Cohen, Asst. Dist. Atty. Vincent Brogna, Asst. Atty. Gen. Stephen Bacigalupo, Benjamin Grassi, Mrs. William L. Putnam, Felix Marcello, Joseph S. Lombardo, and Felix Vozzani.

TRAFFIC TOWERS TO BE REMOVED

Manually Operated Devices No Longer Needed With Automatic Lights

A special meeting of the Boston Traffic Commission was held this morning and it was unanimously voted to instruct Chief Engineer John F. Hurley to proceed immediately with the removal of the traffic towers at Washington and Summer sts, Boylston and Tremont sts and Boylston and Arlington sts.

The lights on these towers are manually operated, but with the proven success of the automobile signal-light system, the board, composed of Commissioner Joseph A. Conry and Associate Commissioners Eugene C. Hultman, Joseph A. Rourke and William P. Conry, had no hesitation in ordering their removal.

Mr Hurley, within an hour after the vote was formally passed, notified the Edison Company to remove its meters and wire connections and ordered the department contractor to start work tonight and have the streets clear before the heavy business traffic starts tomorrow morning.

It is believed by the engineers of the commission that the taking out of the tower at Summer st and the post at Boylston and Tremont sts will allow an increase in traffic movement from 30 to 50 percent.

It was reported at noon today that with each hour of experience obtained by the policemen in the traffic light controlled area, the movement of traffic is faster and better. The number of taxicabs on the streets appeared to be fewer, but those that were "cruising" delayed traffic a number of minutes.

WILL ERECT HISTORICAL ARCH IN FANEUIL HALL SQ

Mayor Curley with Legion and Tercentenary officials decided at a conference yesterday that the principal street decoration for the Tercentenary, American Legion and Knights of Columbus conventions will be a great historical arch in Faneuil Hall sq.

The arch will be so designed that the principal figures will be changeable to conform to the character of the different public celebrations.

In addition there will be 40 ornamental columns in various squares in the downtown section of the city. Tremont st will be converted into an "Avenue of States" and Tercentenary decorations must conform with the plans of the American Legion.

Closing a unique feature of the Tercentenary celebration, the Ukrainian group last night gave the final entertainment in the racial group series of the Massachusetts Bay Tercentenary, Inc. Symphony Hall was thronged. Mrs William Lowell Putnam, chairman of the racial groups committee, was the guest of honor. At the close she was presented a bouquet in behalf of the city of Boston.

During the 10 successive days of the series the culture and characteristics of 10 different countries were presented in various forms of entertainment. Mayor Curley, who worked with Mrs Putnam during the series, and other officials of city and State were among those who attended.

The Ukrainian Dramatic Music Chorus, Rev J. Zelechiwsky conductor, gave "Memories from the Highlands," a sketch of peasant life in song, old-time folk dancing and Easter ceremonies from the pagan era.

Cossack dancing scenes were presented by the artist-ballet master, Vasile Avramenko. Costumes from all the Provinces of the Ukraine were used. Theodore Homowyetz was director of the orchestra. Among those who appeared on the program were Prof Vassyl Yemetz, perhaps the foremost interpreter of the Ukrainian kobzar-bandoura.

DENIED MANDAMUS WRIT IN SUBWAY EXTENSION

Though he was allowed to explain his scheme for eliminating grade crossings in Governor sq and rendering the subway extension unnecessary, Louis L. J. Marshall, who has sought a writ of mandamus in favor of his plans, was yesterday denied the writ by Judge Wait of the Supreme Judicial Court.

Marshall claimed that he was unable to secure the attention of Col Thomas Sullivan, chairman of the Transit Commission and Traffic Commissioner Joseph A. Conry and that his scheme would save the taxpayers of Boston several millions of dollars. The court dismissed his petition with a statement that nothing could be done for him by the court.

JUNE ACCIDENTS TO PEDESTRIANS 315

Conry Gives Out Figures
to Warn Public

Fire Apparatus Makes Better Time
With Lights, Only One Delay

Traffic Commissioner Joseph A. Conry, as a part of the educational campaign he is to start for teaching motorists and pedestrians what is expected of them to make the traffic signal light system a success, had compiled yesterday the reports of the accidents which occurred during the month of June. He stated that 497 accidents were reported by the Boston Police Department, with 315 of them involving pedestrians who walked on the roadways in front of motor vehicles.

He said the only safe time for a person to leave the sidewalks in the light-controlled area is when they see the red and yellow light combination showing.

General conditions in the controlled zones were good yesterday. The Fire Department had two runs into the northern sector, both of which were made without delay and in much better time than was possible last week when the streets were jammed with vehicles.

The apparatus left the different stations with the drivers closely following the order of Commissioner Edward F. McLaughlin to stop at a red light unless given a clear road signal by a police officer. Deputy Chief John J. Kelley left his quarters at Fort Hill sq and had green lights all along Washington st, until Haymarket sq, where he discovered the signal of a police officer giving him a clear road, although the red light flashed against him.

Last night, on a run to Dock sq, the department made exceptional time, with but one company reporting a delay; Engine 4 being held 40 seconds, as no policeman was stationed near a light near Bowdoin sq which flashed red.

Under the light system small numbers of vehicles are moved at one time. Before the lights went into commission it was the policy of the policemen to move everything in sight in order to get it out of the way. With the small "runs" not enough traffic is moved at a time to create any sizable jam.

TRANSCRIPT 7/24/30

GLOBE 7/24/30

Gov. Allen Appoints Phelan Chairman—Aid to Be Ready If Italy Asks It

At the conference this afternoon at the State House, called by Governor Allen and attended by Mayor James M. Curley and thirty-two citizens, it was decided to form a committee of prominent Italian citizens to "stand by" to render aid, financial or otherwise, to sufferers in the Italian earthquake. This action was taken although the Italian Government gratefully declines offers of assistance from abroad at present.

At the opening of the conference Pio Maria Margotti, royal Italian consul general at Boston, told Governor Allen that he had communicated with the Italian Embassy at Washington which, in turn, communicated with their Government, the result being that the Government expressed gratitude but stated that it had the situation in hand. Governor Allen, however, designated James J. Phelan as temporary chairman to organize this committee.

James Jackson, former State treasurer, representing the American Red Cross, told the conference that his organization already had cabled Rome with an offer of assistance and that no reply had been received. Mr. Jackson pointed out that two years ago the Government declined an offer of assistance. He said he is prepared to co-operate with the governor's committee. Mayor Curley suggested that the Red Cross, through the State Department, might be able to obtain information as to the welfare of relatives and friends of people in this country much quicker than the governor's committee. Mr. Jackson replied that this could be done.

The committee organized with the governor as honorary chairman, and Mayor Curley honorary vice chairman. Mr. Phelan was made chairman and Saverio R. Romano, vice chairman, Thomas Lutile, secretary, and Albert Robuschi, of the Banca Commerciale Italiana Trust Company, treasurer. These officers will select an executive committee of seven and will announce the names later.

Cardinal O'Connell in a special letter that will be read in all the churches of the Catholic diocese next Sunday morning is urging the people to come to the speedy aid of the stricken Italian people. The Cardinal has set aside Sunday, Aug. 3, as the date on which this special collection will be taken up in the nearly three hundred churches composing the diocese. The Cardinal also has sent a message of condolence to the Holy Father.

Among those attending the conference were:

Mrs. William Lowell Putnam.
Assistant Attorney General Stephen A. Bacalupo.
Representative Felix Marcella.
Felix Forte, Somerville.
Paul J. Stella, Brookline.
Albert Robuschi, secretary, Banca Commerciale Italiana Co., Boston.
Alfred B. Cenedella, Milford.
Samuel J. Tomasello, Dorchester.
Benjamin Grassl, Boston.
Vincent Caro, Boston.
Luigi Flato, Boston.
Judge Joseph T. Zottilli.
Judge A. K. Cohen.
Judge Frank Leveroni.
P. N. Petrocelli, Boston.
C. L. Donnaruma, Boston.
Dr. A. Dentamaro, Boston.
Representative Joseph J. Borgatti.
Paul and John Ciffrino, Dorchester.
Felix Voreghers.
Thomas Nulile, Boston.

WINNER OF CURLEY CUP AT CITY EMPLOYEES' UNION GAMES



ALBERT GOSLIN

At the annual outing of the City of Boston Employees' Union at Caledonian Grove, Albert Goslin won the Curley Cup. He was first in the mile and half-mile runs, and second in the 100-yard dash. Harold Brown of Roxbury was crowned the champion ash barrel roller, with D. Malenson of the West End second. In the pony race, 8-year-old Betty Smith of Roslindale brought her steed to the tape in the quarter-mile race ahead of her boy opponents. The tug-of-war was won by members of the St Clair Legion Post Band, and the South End nine defeated Roxbury, 4 to 3. John Donovan of the Paving Department was chairman.

EXCEPTIONS IN LAND CASE OVERRULED

Rapid Transit Line Dam- ages at Issue

The full bench of the Supreme Judicial Court today overruled the exceptions of the petitioner in cases brought by the Meisel Press Manufacturing Company against the city of Boston, for the assessment of damages for the taking, on Dec 8, 1924, and June 11, 1925, of various parcels of land for the extension of rapid transit facilities from Andrew sq to Ashmont.

The company brought seven petitions, but it was agreed that if a verdict were returned for the petitioner in one case, verdicts of \$1 each should be rendered in each of the other six. The jury found for the company in the sum of \$22,112.17.

The exceptions related to the refusal of Judge Sisk of the Superior Court to admit certain evidence, and to his refusal to instruct the jury as to the effect that the takings had as to the remaining land of the petitioner.

Judge Sanderson, who wrote the opinion of the court, says: "We have examined all exceptions argued, and are unable to find reversible error in any of them."

Pledge Aid of City and State to Quake-Stricken Italy



Governor Allen and Mayor Curley with Group of Boston Bankers and Prominent Italian-Americans, Who Called at the State House Today in Connection with the Raising of Funds to Be Used For Relief of Sufferers. At the Right, Next to Governor Allen, Are James J. Phelan and James Jackson.

Allen and Curley Extend Sympathy

The following cablegram was sent today to His Majesty the King of Italy and Premier Mussolini, Il Duce, by Governor Allen and Mayor Curley:

"The Commonwealth of Massachusetts and the capital, the city of Boston, are distressed to learn of the catastrophe which has overtaken your country and hasten to extend to you the profound sympathy of our people. A representative committee composed of Italian Americans and other prominent citizens of Massachusetts has today been organized as a temporary body and stands ready to extend every assistance possible to the afflicted people within the area affected by the earthquake."

Second Underpass Urged for Station

General sentiment in favor of the construction of a new Elevated station for the Cambridge subway at Charles and Cambridge streets was expressed yesterday afternoon at a hearing on the proposed plans for the station before the State Department of Public Utilities. Need of an underpass leading from the station to a point between Charles street and Embankment road was emphasized during the hearing as an additional suggestion.

Under the plans presented to the department for approval, provision is made for the construction of an underpass to the Massachusetts General Hospital and the underpass for the opposite direction was advanced as a means of protection from heavy traffic for Elevated patrons.

Opposition to the general plan was presented by L. H. Kunhardt, who contended that the erection of the station above the circle at the street intersection would tend to obstruct the proper handling of traffic in the future. He submitted a substitute plan for the consideration of the commission.

Mayor Curley directed Colonel Thomas F. Sullivan, chairman of the Boston Transit Commission, to inform the State board that he was ready to start the work at a minute's notice. Both the Elevated directors and public trustees reported their approval of the project, and representatives of the Massachusetts General Hospital, the Charles street jail and other institutions on the Charlesbank urged immediate service for the people now forced to walk or hire taxicabs.

However, questions as to the legality of charging against the station project the cost of building a pedestrian underpass from the proposed station to the jail sidewalk and also the widening of the Longfellow Bridge approach up to the Elevated, forced the commission to wait until legal opinions can be obtained from Attorney General Joseph E. Warner, with whom requests for opinions will be filed at once.

The station at Charles and Cambridge streets, with the underpass from the station to the jail sidewalk, will cost \$355,000, according to plans drawn up by the Elevated engineers in co-operation with the staff of the Boston transit department. If another underpass is constructed to connect the station with the sidewalk

in front of the nurses' home at Charles street and Embankment road, it will cost between \$15,000 and \$20,000 more, Colonel Sullivan estimated.

When these improvements were urged by practically all the sponsors of the station, Chairman Henry C. Attwill of the Public Utilities Commission questioned the right of his board to order the construction of the underpasses within the provisions of the legislative act, stating his personal belief that the city should pay for them as highways.

He pointed also to the \$29,000 widening to get up onto the bridge, saying: "It seems to me that part of the cost of widening was up to the city. I am only suggesting this because we may run into difficulties later which would shift onto the car riders the cost of something that should not be loaded on them."

Mayor Urges Action on Subway Station

"This Not the Time for Quibbling," He Informs Transit Department

Mayor Curley today in a letter to Colonel Thomas F. Sullivan, chairman of the city transit department, urged immediate action in the construction of a subway station on the Elevated within the circle to be created at Charles and Cambridge streets, and declared that the present time, when the city is making the circle improvement, is the best time for the station to be built. The mayor's letter said:

"At the hearing held by the Public Utilities Commission on Thursday, July 24 the press reported that the Boston Elevated trustees and the board of directors of the Boston Elevated Street Railway System are favorable to the location of an elevated station within the circle to be created at Charles and Cambridge streets. The circle in question will be 240 feet in diameter. The widened Charles street from Cambridge street to Leverett street will have a width of 120 feet, and if this improvement, so necessary to the convenience and safety of many thousands of people who apply daily for treatment at the Massachusetts General Hospital and the Massachusetts Eye & Ear Infirmary is ever to be installed at a minimum cost, the time is now. This is not time for quibbling upon an expenditure of \$20,000 for an underpass when the city is committed to an expenditure in excess of one million dollars for relief of traffic and the improvement of Charles street.

"This particular project was advocated by me in 1924 and at that time objection was raised on the score of cost. The cost at the present time, due to the improvement the city is making in this particular section, represents a tremendous reduction over the amount deemed necessary in 1924. The public have waited a sufficient length of time and there is no justification for further delay and I would appreciate your conferring with the other parties at interest and urge them to join with the city in demanding that this improvement be made now."

RELIEF COMMITTEE IS ORGANIZED HERE

Phelan Is Named Chairman at State House Meeting

Seeking to give every possible aid for the residents of the stricken earthquake area in Southern Italy, Gov. Frank G. Allen, in cooperation with Mayor Curley, called a conference at the State House yesterday, at which the Governor, Mayor James M. Curley and 34 others formed a committee on aid and information, with James J. Phelan as chairman.

The important feature of this committee's early work will be supplying information regarding names and details of those who were victims or were uninjured. Inquiries may be made of this committee at the local headquarters of the American Red Cross, 374 Commonwealth av.

Because of the declination of the Italian Government of offers of outside assistance, it was decided to appoint a committee that might be ready to serve in case the Italian Government changed its mind and funds were needed from this country.

A suggestion of Judge Leveroni and others that Mr. Phelan be chosen permanent chairman caused Mr. Phelan to say that he felt the chairman should be a citizen of Boston of Italian descent, upon insistence he accepted, with Saverio R. Romano, vice chairman; Thomas Nutile, secretary; and Albert Robuschi, treasurer.

Among those present at the conference were Mrs. William Lowell Putnam, Asst. Atty. Gen. Stephen A. Bacigalupo, Representative Marcella, Felix Forte of Somerville, Paul J. Stella of Brookline; Albert Robuschi, Alfred B. Denedella of Milford; Samuel J. Tomassello, Dorchester; Benjamin Grassi, Boston; Vincent B. Vitolo, Boston; Harry J. Stabile, Boston; Vincent Caro, Boston; Luigi Flato, Boston; Judge Joseph L. Zottoli, Judge A. K. Cohen, Judge Frank Leveroni; P. N. Petrocelli, Boston; C. L. Donnaruma, Boston; Dr. R. Dentamaro, Boston; Representative Joseph J. Borgatti; Paul and John Ciffrino, Dorchester; Felix Vorenberg and Thomas Nutile, Boston.

Sacco Sympathizers Will Defy Curley

Turned down by Mayor Curley on their application for a permit to hold a meeting at the Parkman Bandstand or the Common Sunday afternoon, for discussion of the Sacco-Vanzetti case and other matters, members of International Labor Defense, with headquarters at 113 Dudley street, today announced through circulars that the organization would insist on its right "to protest these persecutions and, on Boston Common and other meeting places, to pay tribute to its martyred dead."

Mayor Curley, informed this afternoon that the meeting was planned to be held without his sanction, said merely that it was a matter for the concern of the police, inasmuch as any attempt to hold such a gathering after permission had been denied constituted a breach of law

RECORD 7/25/30

Price City Paid for Land Upheld by Court

The full bench of the Supreme Court decided yesterday that a verdict of \$22,112.17 voted by a jury for land taken by the city from the Meisel Press Manufacturing Co. in the rapid transit extension to Ashmont was enough, and over-ruled exceptions taken by the company.

GLOBE 7/25/30

SECOND UNDERPASS FOR STATION URGED

State Board Hears Plea on Tunnel Project

Cambridge and Charles Sts Plan Is Threshed Out

The only suggested change in the plans for the proposed Cambridge tunnel-Elevated station at Cambridge and Charles sts, submitted for approval to the Public Utilities Commission yesterday afternoon, was the need of an underpass leading from the station to a point between Charles st and Embankment road.

Provision already has been made for an underpass leading from the station to the Massachusetts General Hospital. Speakers at yesterday's hearing were of the opinion that if a similar passage were not constructed on the opposite side of the station the lives of pedestrians would be endangered.

They believed, they said, that if the changes were not made, passengers as well as persons desiring to enter the station would find it difficult to safely cross from the Embankment road section.

Opposition to the general plan was offered by L. H. Kuhnhart, who contended that the erection of the station above the circle at the intersection would tend to obstruct the proper handling of traffic in the future. He submitted a substitute plan for the consideration of the commission.

Ready to Go Ahead

After tracing the history of the project, H. Ware Barnum, counsel for the Elevated trustees, informed the commission that because of the contemplated construction of a traffic circle at the intersection, the station can be erected at a cost much less than originally estimated in 1924. Both the board of directors and the trustees of the Elevated, the speaker said, are ready to go ahead with the project.

The plan was prepared by the engineers of the road who worked in conjunction with the Boston Transit Department, he said. Including the cost of the construction of the so-called hospital underpass and the signal system, it is estimated, Mr Barnum stated, that the project will necessitate an expenditure of \$355,000.

"The Board of Trustees," Mr Barnum concluded, "are ready to enter into a contract in accordance with this plan if it meets with the approval of this department."

Representing the Beacon Hill Associates, Romley Spring stressed the need of the construction of the station as soon as possible. It is impossible, he said, to get from that section of the city to the South Station or any other point.

Such transportation service, he went on, cannot be termed adequate, calling attention to the great number of persons who daily visit the hospital and possibility of future developments in the Esplanade section.

He suggested the construction of an underpass to a point between Charles st and Embankment road, feeling that it would be necessary in affording proper protection to the public. In conclusion he urged the commission to

approve the plans in order that the station may be constructed without any further delays.

Urge Second Underpass

Bernard J. Rothwell of the board of directors of the Elevated company also felt that a second underpass should be constructed. An underpass to a point between Charles st and Embankment road would be helpful in promoting safety of the people, Mr Rothwell said. He described the submitted plan as "very satisfactory."

Chairman Thomas F. Sullivan of the Boston Transit Department, representing Mayor Curley, declared that he had been instructed by the Mayor to appear in favor of the project. The Mayor feels, Col Sullivan asserted, that an underpass should be constructed to a point near the Nurses' Home.

Such an underpass, he believed, would cost between \$15,000 and \$20,000. The exit from the second underpass, he stated, could be made on the sidewalk, but believed it would be better located on the adjoining property.

Chairman Henry C. Attwill of the commission said that the board is only concerned in the location of the station and has no authority to make any changes in the highways.

Attorney Barnum said that the building of the station makes the widening of the highway necessary.

Mr Attwill answered: "I guess it's up to the Attorney General whether the State shall pay for the widening approaches or not or the underpass. It seems to me that the gentlemen who want all those things have to address their remarks to the Attorney General."

The commission will take this plan under consideration, with the suggestions, and then draw a plan of its own upon which Mr Attwill intimated there probably will be another hearing.

TRANSCRIPT 7/25/30

To Investigate Army Base Pier Situation

An investigation of conditions at the Army Base Pier, South Boston, is to be undertaken immediately by the Boston Port Authority, according to an exchange of letters between Mayor Curley and the board, made public today by Secretary Richard Parkhurst. The mayor's letter to Chairman Louis E. Kirstein of the Port Authority follows:

"My attention has been directed by Mr. John T. Scully, director of the Industrial Bureau of the city of Boston, to the fact that the present conduct of the Army Base is such as to work great injury to shipping interests of Boston. In the opinion of Mr. Scully, who appears conversant with the facts of the case, there is sufficient ground for an immediate investigation by the Board of Port Authority.

"The importance of providing the best possible facilities at a minimum of cost justifies immediate action by your board which I trust will be taken.

"I would appreciate a report from your board when this investigation has been concluded."

Secretary Parkhurst's reply to the mayor states:

"Your letter of the twenty-third addressing Mr. Louis E. Kirstein, chairman, on the subject of the management of the Army Base has been received here and I assure you that this board shall promptly and thoroughly investigate the matter and advise you of its findings."

TRANSCRIPT 7/25/30

Traffic Signal Towers Removed

Signal towers that have been landmarks on Washington and Boylston streets and have guided traffic on those thoroughfares for a long time, today gave way to the new traffic light system, which was installed last Sunday and has been pronounced a success by experts have been removed. Workmen from the mechanical department of the Boston Traffic Commission labored throughout last night dismantling the towers, which were rendered obsolete by the introduction of the new system.

The tower at Washington and Summer streets, which was presented to the city by Louis E. Kirstein, had been removed before the morning rush of traffic began but the structure at Boylston and Arlington streets, which was the gift of the Boylston Street Merchants Association, was not in the path of traffic, standing as it did on an "island," and was not cleared away until later in the forenoon.

As both of the towers were gifts and bear tablets marking the fact, Traffic Commissioner Joseph A. Conry is faced with the problem of disposing of them in an appropriate manner. For the present they will be stored in the Atkins street yard of the commission. It is estimated that the removal of the towers will speed up traffic at these intersections from thirty to fifty per cent.

Decision to remove the towers was taken at a special meeting of the traffic commission attended by Commissioner Conry, Police Commissioner Eugene C. Hultman, Joseph A. Rourke and William P. Long. After this meeting Chief Engineer John F. Hurley notified the Edison Electric Illuminating Company to disconnect the wires and remove the meters so that the work of taking away the towers could be undertaken.

Yesterday, experts reported that traffic moved at a normal rate for the first time since the installation of the new light system. It was observed, these said, that there was a marked decrease in the number of cruising taxicabs and that pedestrians showed a willingness to "cross with the lights."

Warning to pedestrians to obey the new traffic lights and not to interfere with the flow of traffic and to risk injury by jay walking was issued today by Commissioner Conry. The traffic commissioner indicated that he was of the opinion that traffic could move more rapidly if pedestrians would exercise greater care and be on the alert to cross streets promptly on the proper signal.

"Green lights order vehicles to move," the commissioner said, "and they are expected to keep step, moving rapidly, not loitering. One of the purposes of the signal system is movement in harmony. Never try to cross the street in the middle of a block. When a pedestrian approaches a corner curbing should watch for the signal lights. When the green light is still showing yellow appears as a warning to the driver that the red is on the way. The green and yellow disappear. When the red light appears all traffic must stop. When red and yellow light stops. When red and yellow show pedestrians may cross safely. Please watch the lights and move actively."

GLOBE 7/25/30

GOV ALLEN AND MAYOR CURLEY HOLD MEETING WITH QUAKE RELIEF GROUP



MAYOR CURLEY'S BOYS LEFT ITALY SHORTLY BEFORE QUAKE

Mayor Curley's boys, James Jr, Paul and Leo, on tour in Europe, quit Italy a week ago, and so are far from the quake region. Mr Curley had a letter from them only yesterday, and when this was written they were heading toward Bremen, Ger, after having sailed through the Rhine country.

TRAFFIC TOWERS ORDERED REMOVED

Clear Way on Washington
and Boylston Sts Today

Another proof of the success of the new traffic lights was the unanimous vote yesterday of the Boston Traffic Commission to have manually operated traffic towers at Washington and Summer sts, Boylston and Tremont sts, and Boylston and Arlington sts removed.

Chief Engineer John F. Hurley was instructed to take away the towers at once, and he notified the Edison

Company to remove meters and wire connections and instructed the department contractor to have the streets cleared before the start of heavy business traffic this morning.

The Traffic Commission, comprising Commissioner Joseph A. Conry and Associate Commissioners Eugene C. Hultman, Joseph A. Rourke and William P. Long, had no hesitation in ordering the towers removed. It is believed that traffic at the three points will be increased 30 to 50 percent with a clear route.

Favorable reports concerning the working of the new traffic system continue to be made and improvements are being made daily.

TRANSCRIPT 7/25/30

Two-Platform Plan Proposed by Curley

Suggests Its Adoption on Post
Office Construction to Aid
Employment

As a means of relieving unemployment, Mayor Curley today suggested to Merritt, Chapman & Scott, contractors on the new Post Office Building, that the two-platoon system be adopted in that work, as has been done in the construction of the Governor square extension. His letter follows:

"In connection with the construction of the Post Office Building at Boston I beg you will consider the advisability, as a means of relieving unemployment, of conducting the construction of the new Post Office Building on a two-platoon system.

"We have adopted this method in connection with the building of our Governor square rapid transit extension and our engineers estimate that it will be possible to do the work in one-half the time that ordinarily would be required, that a considerable saving can be effected and, in addition, twice the number of persons placed at work.

"There is every indication that the industrial depression that has been one of the distressing problems of America during the past year is approaching solution and that it will cease to be a problem before winter sets in. We can all aid in a speedy solution if we adopt a double up policy on construction work and sincerely trust that the proposition to do so will appeal to your concern."

RECORD 7/25/30

Governor, Mayor Plan Italian Relief Fund



Gov. Allen, extreme right, and Mayor Curley, left, as they discussed yesterday with representative Italian citizens plans for the city and state to start a relief fund for the benefit of 100,000 homeless in the earthquake in Southern Italy. More than 3000 are already reported dead.

GLOBE 7/25/30

CONRY GIVES ADVICE ON NEW TRAFFIC SIGNALS

Says Cars Should Move Rapidly When Green Shows
—Red and Yellow For Pedestrians

Traffic Commissioner Joseph A. Conry, at the request of the Globe, has prepared the following instructions for the observance of the new traffic light signals.

By JOSEPH A. CONRY
Traffic Commissioner

Green light showing: Orders vehicles to move, and they are expected to keep step, moving rapidly, not loitering. One of the purposes of a signal system is movement in harmony.

Never try to cross the street in the middle of a block. When a person on foot approaches a corner curbing he should watch for the signal light. While the green light is still showing, the yellow appears as a warning to vehicles that the red is on its way. Then both green and yellow disappear. Then the red light appears, all traffic facing the red light stops. When red and yellow jointly show, people may cross in safety. Please watch the light and step lively.

TWO TRAFFIC TOWERS RAZED, ONE REMAINS

The traffic towers at Washington and Summer sts and at Boylston and Tremont sts were removed today. The one at Arlington and Boylston sts will

remain for a time as the Traffic Commission does not intend to remove it until experiments at that corner have been completed. The dismantled towers have been removed to the repair shop on Atkins st, until the commission decides what disposition to make of them.

TRAVELER 7/25/30

PROBE ASSURED ON WHARF CONDITIONS

Port Officials to Make Inquiry, Mayor Told

Assurance was given to Mayor Curley today that a thorough and painstaking probe into conditions relative to the operation of the Army Base wharves would be undertaken at once by the officials of the Boston Port Authority.

The assurance was made by Richard Parkhurst, secretary of the Port Authority, on behalf of Louis E. Kirstein, chairman. The statement was made in reply to a letter written by the mayor two days ago, in which it was stated that reports of mismanagement had been received from the industrial bureau of the city.

These charges stated that the present conduct of the Army Base was one which tended to inflict injury to shipping interests here, and suggested that immediate action be taken.

CURLEY ASKS NIGHT WORK ON NEW P. O.

An appeal to Merritt, Chapman & Scott, contractors engaging in the construction of the foundations of the new federal building, to employ two shifts of workmen, was made today by Mayor Curley:

"We have adopted this method," he wrote, "in connection with the building of our Governor square rapid transit extension and our engineers estimate that it will be possible to do the work in one half the time that ordinarily would be required, that a considerable saving can be effected and, in addition, twice the number of persons placed at work."

CRONE 7/25/30

MAYOR APPEALS TO CONTRACTORS

Asks Two Shifts Be Used on New Postoffice

To aid employment at this time and to speed up the construction of the Boston Postoffice, Mayor Curley today in a communication to Merritt, Chapman & Scott, contractors on the new Postoffice, asked that a two-platoon system be employed.

The Mayor also uttered a cheerful note in the letter, saying that there is every indication that the present depression will cease to be a problem before Winter sets in. The Mayor's letter was as follows:

"In connection with the construction of the Postoffice building at Boston, I beg you will consider the advisability, as a mean of relieving unemployment, of conducting the construction of the new Postoffice building on a two-platoon system.

"We have adopted this method in connection with the building of our Governor sq rapid transit extension and our engineers estimate that it will be possible to do the work in one-half the time that ordinarily would be required, that a considerable saving can be effected and, in addition, twice the number of persons placed at work.

"There is every indication that the industrial depression that has been one of the distressing problems of America during the past year is approaching solution and that it will cease to be a problem before Winter sets in. We can all aid in a speedy solution if we adopt a double up policy on construction work and I sincerely trust that the proposition to do so will appeal to your concern."

MAYOR RAPS "QUIBBLING" OVER NEW "L" STATION

The location of an Elevated station within the newly planned circle at Cambridge and Charles sts is strongly favored by Mayor Curley, who deems it necessary to the convenience and safety of thousands who apply daily for treatment at the Massachusetts Eye and Ear Infirmary and the Massachusetts General Hospital.

In a letter today to Col Thomas F. Sullivan, chairman of the Transit Department of the city of Boston, Mayor Curley declared that this is no time for quibbling upon an expenditure of \$20,000 for the necessary underpass. The question of cost was raised yesterday by Chairman Atwill of the Public Utilities Commission as to whether the Elevated or the city should build it. The Mayor pointed out in his communication that the city is spending more than \$1,000,000 for relief of traffic and improvement of Charles st.

Mayor Curley's letter follows:

"At the hearing held by the Public Utilities Commission on Thursday, July 24, the press reported that the Boston Elevated trustees and the board of directors of the Boston Elevated Street Railway System are favorable to the location of an Elevated station within the circle to be created at Charles and Cambridge sts. The circle in question will be 240 feet in diameter. The widened Charles st from Cambridge st to Leverett st will have a width of 120 feet, and if this improvement, so necessary to the convenience and safety of many thousands of people who apply daily for

treatment at the Massachusetts General Hospital and the Massachusetts Eye and Ear Infirmary is ever to be installed at a minimum of cost, the time is now.

"This is no time for quibbling upon an expenditure of \$20,000 for an underpass when the city is committed to an expenditure in excess of one million dollars for relief of traffic and the improvement of Charles st.

"This particular project was advocated by me in 1924 and at that time objection was raised on the score of cost. The cost at the present time, due to the improvement the city is making in this particular section, represents a tremendous reduction over the amount deemed necessary in 1924. The public have waited a sufficient length of time and there is no justification for further delay and I would appreciate your conferring with the other parties at interest and urge them to join with the city in demanding that this improvement be made now."

BUNKER HILL ST LIGHTS APPROVED BY CURLEY

White Way lighting for Bunker Hill st, Charlestown, at a cost of \$14,000, was approved today by Mayor Curley.

LAYING OUT OF STREETS IN BRIGHTON APPROVED

The laying-out and construction of the following streets was approved today by Mayor Curley:

Melvin av (formerly Elizabeth av) Brighton district, from Commonwealth av to Allston st; South Hobart st, Brighton district, from Faneuil st to Oakland st.

C. OF C. CHAIRMAN LAUDS NAMING OF ARSON SQUAD

The Boston Chamber of Commerce committee on fire prevention, Stephen H. Whidden, chairman, has indorsed the appointment of the arson squad under the new fire prevention law which becomes effective on Dec 1, 1930, and points out the effectiveness of the arson squad recently organized in Detroit.

Chairman Whidden takes occasion to point out, however, the dangers involved in the question of jurisdiction and urges that no such controversy take place between State and city officials. At the same time he praises Mayor Curley, Police Commissioner Hultman and Fire Commissioner McLaughlin for taking immediate advantage of the new law.

TRANSCRIPT 7/25/30

Begin Removal of Three Traffic Towers

Traffic movement in the new automatic signal system in the downtown section was reported yesterday to be better than at any time since it went into operation last Sunday, according to Traffic Commissioner Joseph A. Conry, last night.

Work of removing the three traffic towers at Summer and Washington streets, Boylston and Tremont streets and Boylston and Arlington streets was begun last night by workmen of the Traffic Commission.

Agitation to place towers at some other points in the city is not looked on with favor by experts of the Traffic Commission. It is their intention, they announced, to dismantle the towers on the grounds that they are obsolete. Present day theory, they claim, is to have no obstructions in the street and to direct all traffic from the sidewalks.

POST 7/25/30

TO HELP IN LOCATING RELATIVES

Committee Opens Its Quarters With Red Cross

Information regarding relatives in the quake stricken area of southern Italy will be obtained for Boston and Massachusetts residents through the Metropolitan Chapter headquarters of the American Red Cross, at 374 Commonwealth avenue, Back Bay.

DECLINES RELIEF FUNDS

Plans for using the Red Cross headquarters here as a clearing house for information were completed last night by the special committee of representative citizens, organized for relief purposes by Governor Allen, with the cooperation of Mayor Curley.

Established yesterday afternoon for the purpose of raising contributions to provide relief for the devastated Italian towns, the committee was informed through official diplomatic channels that Mussolini had decided no outside aid would be necessary as the Italian government had the situation well in hand.

But at the suggestion of James Jackson, head of the Red Cross here, it was agreed that all requests for information in regard to relatives in the earthquake sector would be cleared through the Back Bay headquarters.

Mr. Jackson recalled to the committee that the Red Cross sent an initial check of \$5000 for relief purposes at the time of the last Italian earthquake two years ago, but that Mussolini sent it back.

Send Cable to King

The decision of the Italian government yesterday was transmitted to the committee by Pio Maria Margotti, Italian consul-general here, who explained that Premier Mussolini voiced the gratitude of his people for the offers of aid, but insisted that outside help was not needed at this time.

However, the committee was organized to stand by, with Governor Allen, honorary chairman; Mayor Curley, honorary vice-chairman; James J. Phelan, chairman; Saverio R. Romano, vice-chairman; Thomas Nuttle, secretary, and Albert Robuschl, treasurer.

To King Victor Emanuel III, and to Premier Mussolini, Governor Allen and Mayor Curley despatched the following cable:

"The Commonwealth of Massachusetts and the capital, the city of Boston, are distressed to learn of the catastrophe which has overtaken your country, and hasten to extend to you the profound sympathy of our people. A representative committee composed of Italian-Americans and other prominent citizens of Massachusetts has today been organized as a temporary body and stands ready to extend every assistance possible to the afflicted people."

HUB 'REDS' TO DEFY MAYOR AND MEET ON COMMON AUGUST 1

CURLEY PUTS ISSUE UP TO POLICE

Canter Says a Demonstration
Against War Will Be Held,
Permit or No Permit

A mass demonstration against war, planned by the Communist party for next Friday at 6 p. m. on Boston Common, will be held, permit or no permit, Harry J. Canter, the party's candidate for governor, declared today.

August 1, the organization points out, is the anniversary of the outbreak of the last World War. Simultaneous with the Boston demonstration, meetings are scheduled for Lawrence, Worcester, Fitchburg, Gardner, Providence, New Bedford, Fall River and Manchester, N. H.

"We will hold these demonstrations whether we get permits or not," Canter said. "The workers have the right to protest against war, unemployment, wage cuts and speed-up. They are going to fight for this right. They can only get it if they show determination to go through with the demonstration under all circumstances."

Mayor Curley, when informed of the defy, said:

"It is now a matter for the police; not for me."

ACTION MAY TERMINATE LEASE

Declares Present Conduct of
Place May Work Injury to
Boston Shipping Interests

Mayor Curley today directed the Boston Board of Port Authority to make an immediate investigation of alleged mismanagement of the Army Base terminal to the detriment of the port of Boston.

"The present conduct of the Army Base is such as to work great injury to shipping interests of Boston," the mayor said in a letter to Louis E. Kirstein, chairman of the port board.

"The importance of providing the best possible facilities at a minimum cost justifies immediate action by your board, which I trust it will take."

In reply the mayor was told that a prompt and thorough probe would be made.

John T. Scully of the Boston industrial and publicity bureau recommended to the mayor that some investigation should be made, because of complaints received by the bureau.

The Bay State Shipping Company, operated by a group which includes Timothy W. Murphy, a city assessor, had the property under a conditional lease from the U. S. Shipping Board.

The lease may be terminated on six months' notice without cause or may be terminated at once if sufficient cause is deemed to exist.

According to Scully, the much dissension and confusion should settle whether the city should recommend to the Shipping Board that the lease be renewed.

SET TO START STATION WORK

Question Over Pay Alone
Holds Up Building

Questions as to who should pay for some portions of the work stand in the way of the immediate construction of the proposed Charles street station of the Cambridge subway. It was developed at the end of the public hearing held late yesterday at the State House for the purpose of obtaining the approval of the Public Utilities Commission of the engineering plans.

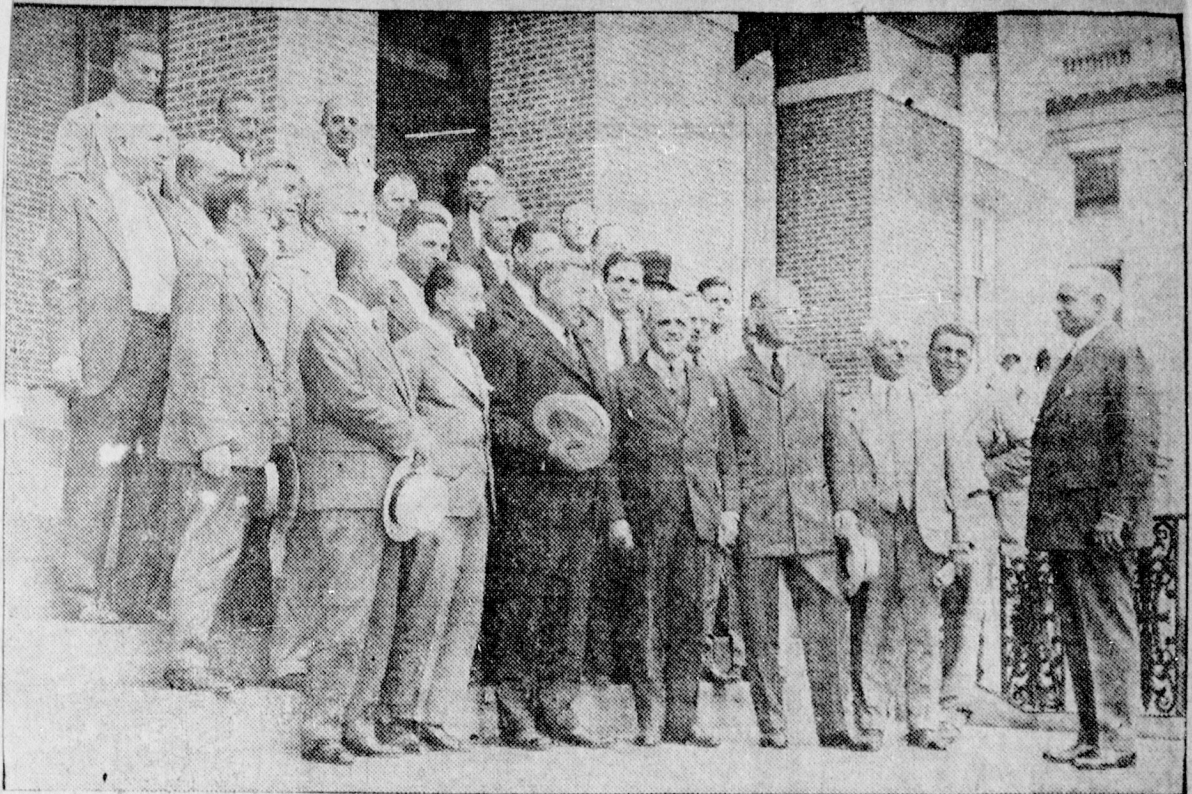
Mayor Curley directed Colonel Thomas F. Sullivan, chairman of the Boston Transit Commission, to inform the State board that he was ready to start the work at a minute's notice. Both the Elevated directors and public trustees reported their approval of the project. And representatives of the Massachusetts General Hospital, the Charles street jail and other institutions on the Charlesbank urged immediate service for the people now forced to walk or hire taxicabs.

But questions as to the legality of charging against the station project the cost of building a pedestrian underpass from the proposed station to the jail sidewalk and also the widening of the Longfellow bridge approach up to the Elevated, forced the commission to wait until legal opinions can be obtained from Attorney-General Joseph E. Warner, with whom requests for opinions will be filed at once.

The station at Charles and Cambridge streets, with the underpass from the station to the jail sidewalk, will cost \$355,000, according to plans drawn up by the Elevated engineers in co-operation with the staff of the Boston transit department.

And if another underpass is constructed to connect the station with the sidewalk in front of the nurses' home at Charles street and Embankment

RELIEF COMMITTEE FOR ITALIAN DISASTER



Gov. Allen is standing in the foreground. Front row, beginning third from left, are Mayor Curley, James J. Phelan, elected chairman; James J. Jackson, Judge Frank Leveroni.

SIGNAL TOWERS BEING REMOVED

Traffic Directors Obsolete
As Lights Prove to
Be Efficient

DAY WALKERS BEGIN TO OBEY NEW RULES

With the new automatic traffic signals in the downtown area pronounced by experts as highly successful, work was started last night on the removal of the traffic towers at Washington and Summer streets, Boylston and Tremont streets and Arlington and Boylston streets.

With the dismantling of the towers the movement of traffic at these intersections is expected to be speeded up from 30 to 50 per cent.

Decision to remove the towers was taken at a special meeting of the traffic commission attended by Commissioner Joseph A. Conry, Police Commissioner Eugene C. Hultman, Joseph A. Rourke and William P. Long. After the session Chief Engineer John F. Hurley notified the Edison Electric and Illuminating Company to disconnect wires and remove the meters so that the work of removing the towers could

proceed at once. Mr. Hurley expects that the towers will be out of the way this morning and making it possible for traffic to proceed without slowing down at these intersections.

The tower at Washington and Summer streets was a gift to the city from Louis E. Kirstein and that at Arlington and Boylston was presented the city by William L. Shearer.

Traffic moved at a normal rate for the first time yesterday since the installation of the new automatic system and officers reported that there was a noticeable decrease in the number of cruising taxicabs. The public, too, it was said, has accepted the innovation and is willing to let the lights guide them in crossing the street intersections.

SENTIMENT FAVORS NEW EL STATION

Hearing Held on Plans for
Charles and Cambridge Sts.

Overwhelming sentiment in favor of the construction of a new Elevated station for the Cambridge subway at Charles and Cambridge streets was registered yesterday at a hearing on the proposed plans before the state department of public utilities. Construction of an underpass to a point between Charles street and Embankment road was a suggested change advanced by several participants in the hearing.

Under the plans presented to the department for approval provision is made for the construction of an underpass to the Massachusetts General Hospital and the underpass for the opposite direction was suggested as a means of protection from heavy traffic for Elevated patrons.

Henry C. Attwill, chairman of the public utilities commission, expressed some concern over the authority of his board to order the construction of the underpass in view of the provisions contained in the legislative act providing for the station.

The plans and the history of the project were explained in detail by H. Ware Barnum, counsel for the Elevated trustees. He estimated the cost of the improvement at \$335,000.

Registered in favor of the station were Romley Spring, Bernard J. Rothwell, Col. Thomas F. Sullivan, Dr. Frederick A. Washburn, Sheriff John A. Kelliher, Councilman John J. Fitzgerald, William C. Johnson and E. A. Sullivan.

Conte

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now is to meet your expressed wishes and to represent your cause.

"My conduct in politics over a long period of years has always been in the interest of party harmony and progressive and constructive action. The present condition of the Commonwealth and the country makes it particularly important that the Democratic party present its strongest front. Therefore, at this time, I do not wish to deviate more than necessity may require from that policy which has heretofore guided us. As my friends well know, I am not averse to an occasional fight. In this situation I am willing to enter into this contest if it seems advisable.

"It seems to me that the coming election is more than a political contest for the gratification of any personal ambition. It involves the decision of important public questions.

"I am for a conservative choice of liberal men as our candidates for public office. I therefore feel that the Democrats of the State in this crisis should permit their recognized leaders to get together and suggest a list of candidates capable of appeal to the electorate and qualified to perform the duties of public office. Governor Smith was four times elected by such a method of selection. If it was good enough for him, it is good enough for us."

Donahue and Fitzgerald in "Harmony" Tilt

Two Views on Question of Naming State Ticket at Worcester Conference

By William F. Furbush

That the Democratic harmony conference in Hotel Bancroft, Worcester, next Monday will decide upon former Mayor John F. Fitzgerald and Marcus A. Coolidge of Fitchburg to head the party's ticket for governor and United States senator, respectively, is the confident prediction being made today. The forecast is based on Mayor Curley's declaration that he believes Fitzgerald to be the strongest candidate the Democrats can put in the gubernatorial race. Fitzgerald agrees with him and consequently puts an end to the talk that he would withdraw from this contest to run for the Senate.

By his declaration, Mr. Curley, in the opinion of commentators, continues the master strategist and is looking two years ahead to the time when he expects to lock horns with William S. Youngman, present Republican lieutenant governor and already laying the groundwork to be his party's gubernatorial candidate in 1932.

Aroused Donahue's Ire

Fitzgerald's announcement of the Curley support and a statement to the effect that the conference should not go on record as to candidates has aroused the ire of Chairman Frank J. Donahue of the

Democratic State Committee, who issued a statement today that he was in total disagreement with Fitzgerald. He said:

"I believe the conferees should arrive at a decision upon the strongest ticket that can be presented and then go out and work for that ticket. It is up to the conference. For Mr. Fitzgerald to say, as he is now quoted as saying, that such a conference should be confined to a discussion of ways and means of strengthening the organization seems to me utterly absurd. To call busy men from all parts of the Commonwealth to listen to a lot of 'blah' would be to insult them. The men invited expect to take up the question of candidacies and I believe they will."

When this statement was called to the attention of Mr. Fitzgerald the latter said:

"Donahue and I are all right. We're going to the Lowell Democratic Club this afternoon together."

When asked specifically if he would abide by the conference ticket he said: "I don't think I would permit myself to be voted for. I can't imagine that the conference will do that particular thing. The law says that there shall be no party conventions and I would be much averse to placing myself in that situation. At least that is the way I feel now and that will be my position unless there is some radical change in developments between now and Monday."

The Coolidge senatorial campaign has gained such headway of late that it is expected the conferees will decide upon him, not only because of his apparent strength but also along the line of bringing about a balanced ticket racially and geographically, one of the aims of the harmony conference.

The Curley declaration and Fitzgerald's agreement with it leaves the way clear for Coolidge in his senatorial aspirations. However, the other senatorial aspirants will go before the conference with strong support and with the present avowed intention of remaining in the race. These candidates are Joseph F. O'Connell and Thomas C. O'Brien of Boston and Roland D. Sawyer of Ware. The indications are, consequently, that the Democratic electorate will have conference-designated candidates and others to pass upon at the primaries.

The situation as pertains to the gubernatorial contest also will be a confusing one for the conferees to adjust, for Joseph B. Ely of Westfield has come out flatly as a candidate for nomination for governor. It is his first definite step to win party recognition for nomination and puts an end to the possibility that he would be advanced as a candidate for lieutenant governor.

Not Surprised by Curley Stand

No surprise was expressed by commentators over the Curley stand in support of Fitzgerald. They contend that, by an understanding between the two men, Fitzgerald could eliminate himself two years hence, if successful at the polls in November, or, by his defeat in November, would leave the way clear for Curley to be the Democratic gubernatorial candidate. They told this to be a reasonable deduction in the light of the fact that, by the elimination of Peters and Judge Edward L. Logan, who has become manager of the George R. White Fund, Curley would not have them to contend against two years from now. In other words, there is strong belief among certain Democratic leaders that either Peters or Logan would be more likely to defeat Governor Allen and that, being in office two years from now, neither would yield to Curley as a candidate.

That the Fitzgerald gubernatorial candidacy this year has been in the mind of

Curley for some time is shown in Fitzgerald's announcement of last night. He said:

"Mayor Curley proposed my name for governor a year ago entirely on his own initiative. He has done so repeatedly since, going so far as to tell President Harry E. Lawlor of the Democratic City Committee that I was the strongest man the party could run for governor and to tell the party workers so.

"Mayor Curley told me today that he still holds the same opinion of my availability for the nomination for governor, and everywhere I go I find a very strong sentiment that I should make the run. I believe that at the conference Monday the Boston democracy will get the recognition that its overwhelming majority entitles it to.

"Personally I have done nothing to secure the nomination, feeling that Boston was entitled to one of the two places at the head of the ticket and that the upstate democracy would accord Boston that honor."

Barry and Cummings in Race

In addition to the Ely candidacy for the gubernatorial nomination there are those of Edward P. Barry, former lieutenant governor, and John J. Cummings who had his nomination papers signatures certified yesterday at the office of the election commissioners in City Hall. He expects to file the papers shortly. Their names will go before the conferees and they may decide to remain in the race even though it is sense of the conference that Fitzgerald is the candidate.

Attorney John D. O'Connor of Chicopee, Democratic nominee for Congress against the late Congressman W. Kirk Kaynor, Republican, in 1928, has entered the race for nomination for lieutenant governor, in opposition to Charles S. Murphy of Worcester and John F. Mally and possibly Strabo Claggett, twice a candidate for State auditor.

There is a movement under way among the 400 or 500 scheduled to attend the conference to prevent if possible any actual vote on candidates in the assembly. Some of these leaders express fear that bitterness will result from a ballot on each office. They feel that it would be more in the interest of party harmony if the conferees would be satisfied to limit activities to a discussion of the general situation and avoid voting.

That may be the advice of Senator David I. Walsh who will attend the meeting, but who will limit his expressions to a plea for party harmony and the necessity of placing the strongest possible candidates in the field for the election in November.

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FITZGERALD TO RUN FOR GOVERNOR

Makes Decision After Urging by Curley at Conference

CONSIDERED PARTY'S STRONGEST CANDIDATE

Ely Decides to Run Regardless of Mon- day's Meeting

Mayor Thinks Fitzgerald Strongest for Governor

Mayor Curley stated to the Post last night that he believes ex-Mayor John F. Fitzgerald is the strongest candidate that the Democrats can put into the contest for the Governorship.

He said further that he intended to give him his fullest support in the coming primary.

Former Mayor John F. Fitzgerald, following an hour's conference with Mayor Curley on the political situation, last night announced his determination to lead the party to victory at the polls in the State election this fall as the Democratic candidate for Governor.

To clear up the rumors that he would turn to the senatorial berth on the ticket, the former Mayor insisted that in the opinion of Mayor Curley and Boston's democracy, he was the best selection for the gubernatorial nomination and that he would conduct his fight with the full support of the party.

At the same time, Attorney Joseph B. Ely of Westfield issued a formal statement offering to follow the desire of the party leaders. But he openly stated that he was a candidate for the Democratic nomination for Governor and would be in the race on primary day, regardless of the decision of the harmony conference at Worcester next

Monday.

Former Mayor Fitzgerald declared that he would go to the Worcester conference as Boston's choice for the top of the ticket, allowing the delegates of the western part of the State choices for the senatorial nomination and the minor offices.

He asserted that he was in agreement with Senator Walsh that the harmony conference should not attempt to pick candidates but should organize the party. Selection of candidates, he said, would thwart the object of the primary, and in this the outstanding party leaders were agreed, he declared.

"In a letter to me, Senator Walsh, discussing the coming conference, stated 'I am of the opinion that any conference that may be held should be confined to a discussion of ways and means of strengthening the organization and promoting the cause of the Democratic party, rather than the discussion of the merits of individual candidates,'"

"I am in complete agreement with Senator Walsh," said the former Mayor. "The real purpose of our conference is to promote harmony. The selection of candidates will take care of itself through the contacts that will be made at the conference."

Fitzgerald's Position

"My position remains the same," said the former Mayor. "Mayor Curley proposed my name for Governor a year ago entirely on his own initiative. He has done so repeatedly since, going so far as to tell President Henry E. Lawlor of the Democratic city committee that I was the strongest man the party could run for Governor and to tell the party workers so."

"Personally I have done nothing to secure the nomination, feeling that Boston was entitled to one of the two places at the head of the ticket and that the upstate democracy would accord Boston that honor."

"Mayor Curley told me today," said Mr. Fitzgerald, "that he still holds the same opinion of my availability for the nomination for Governor and everywhere I go I find a very strong sentiment that I should make the run. I believe that at the conference Monday the Boston Democracy will get the recognition that its overwhelmingly majority entitles it to."

Mayor Curley's support of the Fitzgerald candidacy was considered last night by a number of political leaders to indicate that Judge Edward L. Logan would not even consider entering the race for the governorship, because of the intimate friendship existing between him and the Mayor.

They also considered it likely that former Lieutenant-Governor Edward P. Barry would withdraw from the contest at the pleasure of the Mayor. What effect it would have on the friends of former Mayor Peters, who have been urging him to become a candidate, was a matter of conjecture last night.

Tickets for Conference

Tickets for the harmony conference at the Hotel Bancroft at Worcester, Monday afternoon, at 2 o'clock, were sent out last night by Chairman Frank J. Donahue of the Democratic State committee to 337 Democratic leaders throughout the State.

While some of the candidates for State offices are not members of the groups to which tickets were sent, Chairman Donahue stated "I favor giving all candidates an opportunity to address the conference briefly on their candidacies."

"There appears to be wide interest in the gathering and I look for a representative assembly of Democrats. I am strongly of the opinion that the conference should give careful consideration to all the factors which may affect the success of the State ticket and express its considered opinion as to which candidates are most likely to bring party success in November."

Objects of Conference

"This conference is in nowise derogatory to the direct primary law, argued Chairman Donahue. "It cannot nominate candidates and cannot prevent anybody from being a candidate in the primaries. It can, however, advise the Democratic voters of the Commonwealth, and I haven't the slightest doubt that the judgment of such a most representative gathering, probably the most representative meeting of Democrats ever held in this State, will be welcomed by the rank and file of the party."

"I find Democrats everywhere," said the State chairman, "alert to the fact that Republican machine politicians are attempting to nominate Democrats for State office in the hopes that certain nominations will be helpful to the Republican party."

"The fact that Senator Walsh will participate in the conference is a severe disappointment to certain Republicans. Senator Walsh has been and is opposed to hand-picking a State ticket by a small group of leaders."

"He sees no objection, however, to a representative gathering of this character recording its opinion. He will not dictate himself, and rightly so, but he will be an active participant in the conference and will express his views to his fellow Democrats."

Among Those Invited

Among those who have been invited to the conference with Senator Walsh are the 142 members of the State committee, the four Bay State Democratic members of Congress, nine county officials, 93 Senators and members of the House, Mayor Curley and 16 other Democratic Mayors, former Governor Foss, George Fred Williams, Robert Treat H. Long, John Jackson Walsh, former Mayor Fitzgerald and General Charles H. Cole, all former candidates for Governor, together with Democratic aldermen, city councillors, town selectmen, members of the Democratic city and town committees and Governor's Councilor James F. Powers.

Practically all the potential candidates for Democratic nominations will be in Worcester to attend the conference or to stand close by, though a number of them have publicly stated that they will not abide by the decision of the assembly, the latest of them being Attorney Ely, who insisted that he is in the fight to the finish.

In his formal statement, Attorney Ely, after pledging himself to prohibition repeal and cheap power rates, and placing upon the Republican administration the party responsibility for unemployment and industrial depression, explained, "If it appeals to the electorate I am willing to make the effort to secure the nomination of the Democratic party for Governor. If successful I will do my utmost to bring victory to the party and progressive government to the people of Massachusetts."

Ely's Statement

In addressing his formal statement to the several thousand friends who have signed his nomination papers, Ely declared, "Even if my plans, obligations and associations had indicated a different course I may say that my desire

CURLEY BACKING FOR FITZGERALD

"With Him to Finish" in Race for Nomination for Governor

John F. Fitzgerald, after a conference yesterday with Mayor Curley, announced that his candidacy for the Democratic nomination for Governor will have the complete and uncompromising support of Curley at Monday's harmony conference in Worcester.

Joseph B. Ely of Westfield became an active candidate for the Democratic nomination for Governor by making a formal announcement of his intentions. It was his first definite movement toward making a militant effort to win recognition from his party in the current primary campaign.

Representative Leo M. Birmingham of Brighton, spokesman for the Democrats in the House of Representatives, abandoned his tentative plan for an assembly of legislators in Worcester prior to Monday's scheduled general conference of Democrats.

These were the hottest developments in the primary campaign, which has begun to keep pace with the rising mercury.

Fitzgerald's action in renouncing any claim on his party's nomination for the Senate and Ely's unexpected entrance into the campaign added more confusion to the scramble for places on the Democratic ticket. Curley's support of Fitzgerald is taken to indicate that the place at the head of the ticket is certain to be given to a Yankee Democrat at the Worcester conference.

In discussing his interview with the Mayor, Fitzgerald said: "Mayor Curley authorized me to say that he is with me to the finish in any contest that might develop for the nomination for Governor. He urged me to carry on my campaign and assured me of his wholehearted support."

"I realize that the fight against Gov. Allen will be the hardest one on the ticket but I see no good reason why I should shift my plans which have been progressing now for more than a year. The mayor told me that he cannot accept Mr. Peters as the party candidate for Governor, not because Mr. Peters opposed him in his last campaign but because of his attitude toward the police strike in 1919, when he was mayor, would make him a weak candidate."

"The mayor agrees with me that I can defeat Gov. Allen and that I am the only candidate who can do so. I wish that Joe Ely could be persuaded to see the light because he is in a position to give the party some valuable assistance this year."

In announcing his candidacy for Governor, Ely issued an extensive statement in which he outlined the platform on which he will seek the nomination and election. It was in the form of

all members of the state, who circulated petitions urging him to get into the fight. He emphasized the statement that he never has been "averse to an occasional fight" and declared that he is entering the contest because conditions make it "particularly important that the party present its strongest front."

On the issue of prohibition he declared that he would repeal the 18th amendment if he could, but realizing the futility of getting relief from conditions through a repeal referendum he would seek modification of the enforcement statute.

He advocates legislation that would enable the consumers to obtain cheap power, regulation of public utilities and a constructive policy for old age pensions.

"The coming election," he said, "is more than a political contest for the gratification of any personal ambition. It involves the decision of important public questions. I feel that the Democrats in this crisis should permit their recognized sectional leaders to get together and suggest a list of candidates capable of appeal to the electorate and qualified to perform the duties of public office."

SLATES DISRUPTED

Ely's approval of the harmony conference is taken to indicate that he anticipates considerable support from the participants in the scheduled assembly of party leaders. He deprecated the report that his supporters from Springfield would walk out on the conference in the event that he is ignored in the deliberations.

Fitzgerald's emphatic declaration for Governor and the renunciation of his reported yearning for the senatorial toga completely disrupted many of the slates which were being prepared in advance of the Worcester caucus. His conceded strength in Boston practically snuffs out the ambitions of Ely and Peters and the announcement of Curley's support precludes any possibility of Gen. Logan's participation in spite of the knowledge of his availability.

The strength which has been generated during the week by Marcus A. Coolidge for preference for the senatorial place may have had some influence in cooling the ardor of those of Fitzgerald's friends who wanted him to make the fight for the Senate. Fitzgerald yesterday disclaimed any intention of ever having seriously considered the prospect of jumping from the contest for Governor into the fight for Senator.

Fitzgerald's open declaration for Governor undeniably weakens the positions of Joseph F. O'Connell and Thomas C. O'Brien in the senatorial scramble, but they are amply prepared for it by their previous announcements that they have no intention of abiding by any of the conference's decisions.

It was revealed yesterday that some sounding out had been done on the chances of Sherman L. Whipple as a candidate for Governor, but his friendship for Curley, coupled with Fitzgerald's claim on the mayor's support, eliminates him, although leaving him available for entrance into the senatorial engagement.

Fitzgerald's announcement that he has Curley's entire support for Governor is of extreme importance in view of reports which were circulated several months ago to the effect that Curley, in return for Fitzgerald's support in the last municipal election, would help Fitzgerald in the fight for the Senate, but would be with Logan for Governor.

In spite of Fitzgerald's previous announcement that he would retire altogether from the campaign in the in-

no expectation that he will be called on seriously to withdraw. The Curley support precludes that contingency.

CLAGGETT SEEKS SUPPORT

Strabo V. Claggett, disturbed at the reports from Paxton early in the week to the effect that Charles S. Murphy of Worcester is Curley's favored candidate for Lieutenant-Governor, is seeking Curley's support. Lacking that, it is expected that he will be willing to sacrifice his ambitions and run again for state auditor, a nomination he twice has had.

TRANSCRIPT 7/26/30

CALLS MAYOR'S ACTION ARBITRARY

To the Editor of the Transcript:

In your edition of the twenty-third Mayor Curley is reported to have denied a request of the International Labor Defense for permission to hold a meeting on Boston Common for the discussion of the Sacco-Vanzetti case. The mayor is quoted as saying: "The Sacco-Vanzetti case is closed so far as the city or State is concerned. There is no reason why it should be discussed in public, and especially no reason why the city should give the slightest encouragement to a continued agitation."

Without regard to how anyone may feel about the Sacco-Vanzetti case, is it not time for the citizens of Boston to utter a strong protest against the arbitrary action of the mayor in undertaking to decide what shall and shall not be discussed on the Common? Undoubtedly there are those who do not want the Sacco-Vanzetti case discussed, but so also there are sure to be objectors to the meeting of the Communist Party and the meeting of the Workers' International Relief in the interest of English textile strikers, for both of which meetings the mayor has given permission. There is no reason for not giving the same opportunity to all.

The mayor's plea that the "case is closed" is preposterous. It is "closed" only so far as the courts are concerned. It is far from "closed" in discussion which will undoubtedly continue despite the mayor's action and perhaps the more actively because of it.

JOHN S. CODMAN
Boston, July 24

New Lights for Bunker Hill St.

Mayor Curley yesterday approved the expenditure of \$14,000 for the installation of a unit of high-powered electric lights to convert Bunker Hill street, Charlestown, into a blazing "white way." He has also directed the installation of automatic traffic signal lights on Chelsea street in the same district.

Arson



ONE of the lowest forms of animal life is the firebug. For a price he will set a fire. Others of his breed set fires in the hope that in the confusion that follows they can enter houses and burgle them before firemen reach the scene. Then there is the creature who sets fires for insurance.

Mayor Curley, Police Commissioner Hultman and Fire Commissioner McLaughlin are thoroughly familiar with the situation and intend to meet it. They have formed an arson squad. The Boston Chamber of Commerce endorses the plan as "one of the most important steps ever taken by the city to reduce fire losses" and one that should result in "vigorous, resourceful and unrelenting action to stamp out arson."

A few long terms in prison would frighten the firebug. To produce good results there must be complete co-operation between city and state departments.

TRAVELER 7/26/30

ORDERS PROBE OF ARMY BASE

Curley Declares Conduct of
Piers Works Injury
To Shipping

PORT AUTHORITY WILL INVESTIGATE

Investigation of conditions at the Bay State Shipping Company piers at the army base was yesterday ordered by Mayor Curley in a letter to Louis E. Kirstein, chairman of the port authority.

Conduct of the piers is such, the mayor said, to work great injury to the shipping interests of the city. The investigation is justified by "the importance of providing the best possible facilities at a minimum of cost," said the mayor, who believes the facilities for shipping should be improved.

Mayor Curley asked Chairman Kirstein to make the investigation because of advice given him by John T. Scully, director of the industries bureau of the city. The investigation, of course, does not involve the army or federal officials at the South Boston army base.

THE MAYOR'S LETTER

In his letter to Chairman Kirstein, Mayor Curley said:

My attention has been directed by Mr. John T. Scully, director of the industrial bureau of the city of Boston, to the fact that the present conduct of the army base is such as to work great injury to shipping interests of Boston.

In the opinion of Mr. Scully, who appears conversant with the facts in the case, there is sufficient grounds for an immediate investigation by the board of port authority.

The importance of providing the best possible facilities at a minimum of cost justifies immediate action by your board, which I trust it will take. I would appreciate a report from your board when this investigation has been concluded.

To this Secretary Richard Parkhurst of the Boston Port Authority answered:

Dear Mayor Curley: Your letter of the 23rd, addressing Mr. Louis Kirstein, chairman, on the subject of the management of the army base has been received here and I assure you that this board shall promptly and thoroughly investigate the matter and advise you of its findings.

OFFICIALS SURPRISED

Asked what the conditions were that had been the subject of complaint, the mayor referred his questioners to Mr. Scully. The latter refused to make any explanation, other than to say that he anticipated a hearing at which he would give full expression to the facts at his disposal.

At the office of the United States shipping board, in the custom house, it was said that no complaints as to the conduct of the army base shipping terminal have been received by that office, to which such complaints would come officially. An inspection of the base, made recently by the shipping board, showed it to be in first class physical condition, it was said, and the equipment to be in a state of efficiency.

At the office of Rogers & Webb, representing three-fourths of the local agents of the lines that berth at the base, it was said that they were surprised at the request for an investigation, as they have received no complaints whatever as to the conduct of the terminal.

Capt. Charles H. Hurley, Jr., president of the Bay State Shipping Company, which operates the base terminals, had little to say about the investigation.

"We have received no correspondence on the matter," he said, "and will wait to see what develops. It is a surprise to us."

When asked to talk about what is behind the move for an investigation, Capt. Hurley said, "that is what we would like to know."

CALLS FOR INQUIRY ON ARMY BASE LESSEE

Scully to Reveal "Facts" of
Complaint, He Says

Mayor Seeks Action—Pres Murphy
Defends Bay State Company

Commenting on rumors that gross mismanagement of the Bay State Shipping Company is working to the detriment of the port of Boston, John T. Scully, director of the Industrial Bureau of the City of Boston, last night stated that facts in the case warrant an investigation by the Board of Port Authority.

Mr. Scully refused to divulge the "facts" which he has in hand, saying that he did not want to start a controversy before the case comes before the board.

Letters made public yesterday from

Post 7/26/30

ANOTHER COURSE NEEDED

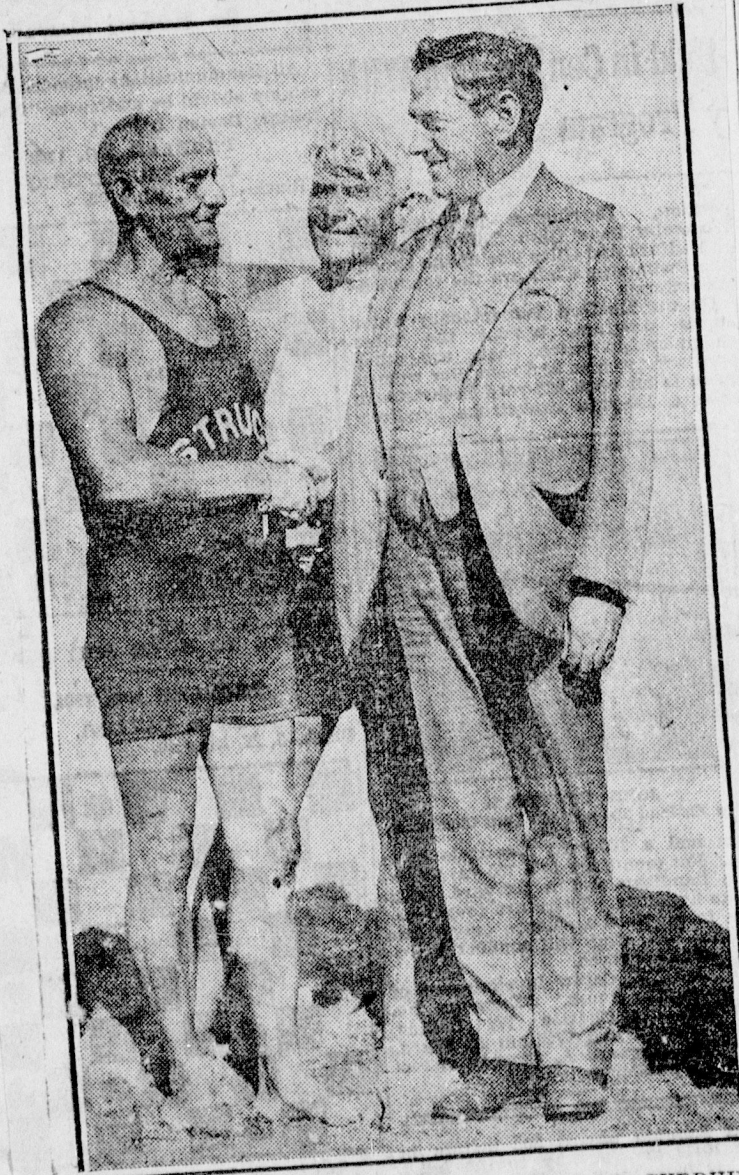
Boston is in serious need of another golf course. Anyone who doubts that is invited to go out to Franklin Park on any morning, fair or foul, and endeavor to get a chance to play a game. Further evidence is found in the registration figures of Park Commissioner Long thus far this year showing the number of permits issued. With annuals to the number of 1913, daily at 5400; Saturday, Sunday and holidays at 230, it is clear that there must be a jam about all the time. These permits, all told, have brought in, up to now, a total of \$25,220, which pays for the upkeep of the course, and leaves \$10,000 over. And the golf season is young yet.

Boston is behind most large cities in the way of municipal golf courses. She would probably have to buy the land for another one; but it could be had, if the inclination were strong enough, and holders were reasonable. In a matter so important to the health and recreation of her citizens she could easily afford to find room for another course. After the first purchase of land, it has been shown that the expense is not great; the trouble is that owners, as soon as they learn that the city is after their property, jack up the prices tremendously. Mr. Long has more than once had a deal for land for a golf course, only to have it ruined by that same spirit of "soaking the city" to which the Post referred the other day.

Q2013B 7/26/30

MAYOR EXPRESSES GRIEF AT DEATH OF CUDDIHY

Tribute Also Paid to L-St Swimming Instructor by
Supt John J. Donovan



MAYOR CURLEY CONGRATULATING GEORGE L. CUDDIHY

Photo was taken at the time of Mr Cuddihy's completion of 25 years' service in instructing boys of Greater Boston in swimming.

The death of George L. Cuddihy has cald forth expressions of sorrow from the people in all walks of life in Greater Boston. Some of the written tributes follow:

By MAYOR JAMES M. CURLEY

For those who enjoy recreation in God's sunlight and open, the death of George T. Cuddihy, swimming instructor at the L-st baths, is a distinct loss to the city of Boston.

Mr Cuddihy, who enjoyed a most gracious personality, nearly 50 years ago appreciated how greatly sea-bathing could be developed at the present Strandway.

educated in that lives the spirit of self-reliance, and how great could be their accomplishment by steadfastly working for the community spirit in their daily living.

It was an unselfish and loyal service that Mr Cuddihy extended and in which he earned the affection of a multitude of friends.

By JOHN J. DONOVAN

Superintendent of the L-St Baths

George T. Cuddihy never offered any substitute for work, faithfulness, character or integrity during the 15 years he was my assistant.

As swimming instructor and counselor of the boys' department of the L-st baths his every thought and effort was of and for "his boys," their welfare and betterment, morally and physically.

If greatness is measured by what men do for others, then George T. Cuddihy was truly great. I have lost a friend and coworker and the city or Boston has lost an exceptional man.

Post 7/26/30

A GOOD IDEA

There is good, practical common-sense in the plan of the Jordan Marsh Company and the Elevated officials to cut an entrance from the lobby of the Cambridge-Dorchester tunnel into the store of the company. It will naturally take a large number of people out of the dense traffic of the corner of Winter-Summer and Washington streets; they could travel for two city blocks through the store, thus relieving the Washington street crush very materially.

The Jordan Marsh Company offers to stand the entire cost of building the entrance, and guarantees not to reduce the station platform space for passengers. Besides that, it would pay rent to the Elevated for a period of 10 years, thus adding something in these days of need, to the income of the company.

The plan has been passed by the Boston Transit Department and is now under consideration by the State Public Utilities Commission, whose approval we confidently expect. From every point of view it is an admirable idea.

He gave a long and most industrious life in behalf of those who realize the benefits to be derived from the healthful tonics of sea-bathing. Instructed thousands of persons to learn the art of swimming and saved some 600 lives in his duties as lifeguard.

For a quarter of a century Mr Cuddihy looked after the boys at the L-st baths, taught them how to swim, in-

CR203E 7/26/30

ENGLISH MAYOR'S WIFE'S TRIP PAID

Mrs Robert F. Herrick Donates
\$500 So She May Come Here
From Boston, England



MRS ROBERT F. HERRICK

Let financial conditions be what they may, the wife of the Mayor of Boston, Eng, the "good little woman from overseas," must not be denied a trip to Boston, Mass, when her husband comes over in September to take part in the Tercentenary exercises as a guest of this city.

This is the opinion of Mrs Robert F. Herrick of Commonwealth av, wife of a prominent Boston lawyer. To prove her sincerity, Mrs Herrick has sent a check for \$500 to Mayor Curley to help defray the expenses of the visit.

In her communication to Mayor Curley Mrs Herrick stated: "My attention

has been called to the visit to Boston of His Worship Reuben Salter, Lord Mayor of Boston, Eng, during the week of Sept 14, 1930.

"It appears that Mrs Salter desires to accompany her husband, but certain obstacles may prevent her coming.

"I assume that the actual reason is financial in its character, and in order that this good little woman from overseas may share in the distinguished honor to be shown her husband by the city of Boston, I am very pleased to inclose my check in the amount of \$500 to aid in defraying the expenses of Mrs Salter's visit.

"It seems highly fitting and appropriate that we should entertain both Lord Mayor Salter and his good wife and I am very pleased to be included as one of those who can forward a mite to make possible the presence of

the wife of the Lord Mayor. When it was first learned that Mayor Salter, who is a printer, would be unable to bring his wife to America, Mayor Curley got in touch with Charles Stewart, Boston agent of the Cunard Line. Mr Stewart communicated with the Cunard headquarters in Liverpool, requesting that Mrs Salter be invited to travel with her husband as a Cunard guest. Whether this request met with approval over there has not yet been disclosed.

At the time the appeal to the Cunard Line was made Mayor Curley stated that if other arrangements could not be made, Mrs Salter would come here with her expenses paid by the city.

Mrs Herrick's is the first voluntary contribution to be received. Mrs Herrick has long been prominent in women's welfare work and during the war was a leader in women's activities in behalf of a number of Liberty Loan and war work drives.

TRANSCRIPT 7/26/30

Conry Considering Changes in Signal Light System

Traffic Commissioner Joseph A. Conry interviewed today concerning Boston's new system of traffic control signal lights said that a number of changes are in contemplation, which actual experience has shown ought to be made in the interests of convenience and necessity. One problem to which the traffic commission is giving its close attention is the difficulty of making pedestrians aware of the time allotted them for crossing the highways.

Under present conditions, it was pointed out to Mr. Conry, people standing on the curb, waiting for a chance to cross over, fail to observe the yellow light when it comes on after the red has been flashed to stop vehicular traffic. They do not move until most of their walking time has elapsed; sometimes not until it is all gone and they are obliged to wait a second turn. As a remedy, it was suggested to Mr. Conry that a bell be added to all traffic light standards as auxiliary equipment, which could be sounded simultaneously with the flashing of the red-and-yellow lights, loud enough for all in the vicinity to hear above the ordinary noise of traffic.

Mr. Conry said that this suggestion was made several days ago by Street Commissioner Joseph A. Rourke, himself a member of the traffic commission, and that it might be adopted as a solution of the matter. He did say, however, that such attendant difficulties as the confusion of such a bell with those sounded by ambulances and police patrol wagons would have to be eliminated.

Regarding the ordinary complaints from both pedestrians and motorists that too little time is being allowed under the present system of timing the lights, Mr. Conry said: "A few weeks' experience may demonstrate that it may be necessary to readjust some of the timers in order that the pedestrian may have a few additional seconds to cross the street. The system, however, undertakes to regulate the flow of all traffic and if it lengthens the time for the pedestrian, it shortens the time for the motorist."

HERALD 7/26/30

Mrs. Herrick Gives \$500 to Assure Visit of Mayoress of Boston, England

Mrs. Robert F. Herrick of 25 Commonwealth avenue has, by a gift of \$500 to Mayor Curley, assured the presence in Boston during Boston week, Sept. 14, of Mrs. Salter, wife of Reuben Salter, Lord Mayor of Boston, England, who will be the guest of the city during the Tercentenary celebration.

Mrs. Salter had not planned to accompany her husband because the job of mayor of Boston, England, is not comparable with the positions of mayors of large American cities and Mayor Salter frankly confessed that he did not feel financially able to pay the expenses of his wife.

There has been correspondence between Mayor Curley and Mrs. Herrick for the past fortnight and yesterday she agreed to permit him to make public her interest in Mrs. Salter as well as

the fact that she had contributed \$500 for her expenses.

Mrs. Herrick wrote to Mayor Curley as follows:

It appears that Mrs. Salter desires to accompany her husband, but certain obstacles may prevent her coming. I assume that the actual reason is financial in its character and in order that this good little woman from overseas may share in the distinguished honor to be shown her husband by the city of Boston, I am very pleased to enclose my check in the amount of \$500 to aid in defraying the expenses of Mrs. Salter's visit.

It seems highly fitting and appropriate that we should entertain both Lord Mayor Salter and his good wife, and I am very pleased to be included as one of those who can forward a mite to make possible the presence of the wife of the Lord Mayor.

AMERICAN 7/26/30

Why Not Boast a Bit?

We Should Be Proud of Our Industries

In the first six months of this year 103 new industries established themselves in the city of Boston. They are taking up some of the slack of unemployment and for that reason if for no other they are to be wished well on their new careers.

The hope of New England for the future rests largely upon infant enterprises. They bring daring, virility and ambition to our economic life. And despite the lamentations of our modern Jeremiahs who harp so industriously about the "decadence" of New England when they could be putting their tongues to better use, New England has diversified her industry to a larger extent in the past ten years than any other section of the country.

An Illinois manufacturer said to us recently, "I have come on to buy the radio tubes for my factory from a little town in Massachusetts which few of your people hardly know by name. And as I travel through the State I am impressed by the large number of independent manufactories which are building equipment for the auto, the radio and the newer industries with which we are familiar. Without singing or boasting you have diversified to the new needs. Why don't you boast a bit?"

WHY NOT?

GLOBE 7/26/30

URGES TWO-PLATOON POSTOFFICE WORK

Mayor Curley's Request to Reduce Unemployment

Tells Contractors City Expects to Gain by Such Plan at Governor Sq

As a means of relieving unemployment and of speeding up construction of the Boston Postoffice, Mayor Curley yesterday in a communication to Merritt, Chapman & Scott, contractors on the new Postoffice, asked that a two-platoon system be employed.

The Mayor's letter stated, in part: "We have adopted this method in connection with the building of our Governor sq rapid transit extension and our engineers estimate that it will be possible to do the work in one-half the time that ordinarily would be required, that a considerable saving can be effected and, in addition, twice the number of persons placed at work. "There is every indication that the industrial depression that has been one of the distressing problems of America during the past year is approaching solution, and that it will cease to be a problem before Winter sets in. We can all aid in a speedy solution if we adopt a double-up policy on construction work, and I sincerely trust that the proposition to do so will appeal to your concern."

PROPOSES "L" STATION AT CAMBRIDGE AND CHARLES

In a letter to Col Thomas F. Sullivan, chairman of the Transit Department of the city of Boston, Mayor Curley declared yesterday that he is strongly in favor of locating an Elevated station within the newly planned circle at Cambridge and Charles sts. The Mayor stated he deems such a station necessary to the convenience and safety of thousands who apply daily for treatment at the Massachusetts Eye and Ear Infirmary and the Massachusetts General Hospital.

The Mayor declared that this is no time for quibbling upon an expenditure of \$20,000 for the necessary underpass. The question of cost was raised Thursday by Chairman Attwill of the Public Utilities Commission as to whether the Elevated or the city should build it. The Mayor pointed out that the city is spending more than \$1,000,000 for relief of traffic and improvement of Charles st.

AMERICAN 7/26/30

COMPLAINTS OF STORAGE FOLK FIRST ON LIST

**Boston Port Authority Will
Investigate Charges of
Mismanagement**

Investigation of alleged mismanagement of the Army Base Terminal will begin today by the Boston Port Authority, which has been instructed by Mayor Curley to determine if the situation at the base is injurious to Boston shipping.

Two members of the authority board staff have been assigned to start the probe, which is expected to cover several days and possibly weeks.

Two phases of the situation will be opened today or early next week. The first relates to complaints made by the Warehousemen's Association of Massachusetts, composed of owners of storage facilities who operate in and near Boston.

ASSOCIATION COMPLAINED

This association has complained three or four times to the U. S. Shipping Board, alleging unfair competition on the part of the Army Base Terminal. The warehousemen have been given a hearing, at which they called attention to the lease which specifically forbids competition with local warehouse interests.

The warehouse representatives were dissatisfied with the results of the hearing, and are still objecting upon the grounds that they, as state and city tax payers, are not being treated fairly. The Port Authority will request copies of the transcript of the hearing evidence.

This warehousing phase of the situation is of deep interest to Mayor Curley.

ATTORNEY CALLED

The second phase of the opening stages of the investigation will center around Harry N. Guterman, attorney, who has been making an independent investigation upon behalf of several clients. He will be called by the authority board to report his knowledge of alleged conditions.

The officers of the Bay State Shipping Company, who have a temporary lease from the Shipping Board, are:
Capt. Charles H. Hurley, Jr., president; Timothy W. Murphy of Newton, assessor for the city of Boston, who is vice-president; Melvin F. Hill, Brookline realty man, who is treasurer; John D. Lynch, also a realty dealer, who is a stockholder.

Says Real Need for New Subway Station

Editor Boston American:

It is greatly to the credit of the Boston Evening American that it has on several occasions agitated on "El" station at the corner of Cambridge and Charles sts. It was championed in a letter two months ago appearing in your paper. There is no valid reason against it except the expense. When years ago the Arlington st. station was called for, there was great hubbub about it, till the merchants came into the breach and that settled it. It has since then justified its existence.

Why is an "El" station needed at Cambridge and Charles sts? First of all to accommodate the masses who have to visit the Massachusetts General Hospital, the Eye and Ear Infirmary and other institutions near by. These calls are made daily. Secondly, the bus does not meet the requirements. Why not give the many visitors to the hospitals some relief from their anxious thoughts as they go upon these errands of mercy to the afflicted and dying? Why harrass them with inconveniences of transportation?

Did Gov. Allen really understand conditions in getting to these hospitals, when some time ago he opposed this measure?

Will he just try the bus for argument sake? Have mercy upon those who come from far in this state and have difficulty in reaching that locality. Why should not the common people be considered in this movement?

HENRY T. JOSLING.

HERALD 7/26/30

WOULD HAVE CITY PAY FOR UNDERPASS

**Chairman Attwill Questions
Legality of Laying
Costs to State**

Questions by Chairman Henry C. Attwill of the public utilities commission about the legality of connecting the construction of a \$20,000 underpass with the cost of the proposed \$350,000 station on the Cambridge tunnel route at Cambridge and Charles streets led by Mayor Curley, yesterday, to instruct Col. Thomas F. Sullivan of the transit commission to urge a speedy settlement of any legal issue.

Chairman Attwill questioned the right to charge the cost of the underpass to improvements which the commonwealth will finance and he has expressed the opinion that it may be ruled that the city should assume the cost of the underpass for foot traffic.

Mayor Curley compared the \$20,000 problem with the improvement of Charles street which will cost the city at least \$1,000,000 and he asserted that after years of waiting, the time is at hand for the establishment of the elevated station, without the injection of any inconsequential controversy.

UKRANIAN SHOW REPEATED ON MALL

**Societies Perform for Gathering of
8000 on Common**

Before an audience of approximately 8000 on the Common, the united Ukrainian societies of Boston last night at the tribune on the Charles street mall repeated the performance of orchestra selections and native folk dances previously presented in Symphony Hall under the sponsorship of the racial groups committee, of which Mrs. William Lowell Putnam is chairman, of the Massachusetts Bay Colony Tercentenary, Inc.

The second presentation was made at the request of Mayor Curley. The Rev. Joseph Zelechiwsky was in charge. Outstanding was the dancing of Wesley Avramento, leading native Ukrainian dancer now visiting the United States.

CURLEY THINKS POLICE CAN HOLD BANDSTAND

**Has No Fear of 'Seizure' by Sacco
Enthusiasts**

Mayor Curley expressed confidence yesterday in the ability of the police to prevent the International Labor Defense from seizing the Parkman bandstand on the evening of Aug. 22 for the Sacco-Vanzetti memorial meeting, which is planned in defiance of the mayor's refusal to permit the use of the stand.

Officials of the defense declared the mayor's refusal to grant the permit to be "in accord with the policy of the ruling class to suppress labor's protest," and that they would hold the meeting regardless. Upon reading the statement the mayor said, "I think that the police department can be relied upon to care for such a situation."

'HARMONY' AT WORCESTER UNLIKELY

Curley Sees "John F." as the Strongest Gubernatorial Choice

By BERNARD J. DOHERTY.

With former Mayor John F. Fitzgerald determined to run for the nomination for Governor, backed by Mayor Curley, plans for the harmony conference at Worcester next Monday received a decided setback today.

In view of the original suggestion of Fitzgerald for calling the conference, many of the leaders saw in the announcement of Fitzgerald, who had been flirting with the senatorial toga, a change of front.

The belief expressed by Mayor Curley that "John F." is the strongest candidate for Governor is no news to the rank and file of the party workers. The opinion had been widespread among Democrats for some months that Fitzgerald could win the nomination for either of the two major places on the ticket.

WALSH BIG FACTOR

The position taken by Senator David I. Walsh on the danger of the primary system through any attempt at slate picking was seen today as the big factor in the changed position on the Worcester get-together.

Up to the time that Walsh's views became known, Fitzgerald was backing Chairman Frank J. Donahue's attempts to eliminate many Boston candidates, who were jumping in with little support. The resultant agitation brought about a crystallization of sentiment for Fitzgerald for senator, and it was believed that the former mayor would bow gracefully to the apparent wishes of the party.

Several days ago, however, rumors began trickling into Democratic state committee headquarters that Fitzgerald had begun "hedging" and was again turning his attention to the gubernatorial nomination.

COOLIDGE FOR SENATOR

At the same time, supporters of Joseph B. Ely of Westfield became active. His papers were put in circulation, a move that was followed today with the formal announcement of Ely himself that he would be a candidate for governor.

Close on the heels of this development today the candidacy of Marcus A. Coolidge of Fitchburg for senator took an upward swing.

The rapid accumulation of events today caused political observers to turn to the view that the discussion of issues, rather than of candidacies, would be the big feature of the Worcester gathering.

Senator Walsh will, it is known, confine himself to sounding the keynote on national issues and to a plea for harmony within the ranks.

The possibility of the conference going on record for individual candidates, a program that has the backing of Chairman Donahue, appeared today to be remote.

By CARL MORRISON

Now that Mayor Curley has ordered the Boston Port Authority to make an official investigation into alleged mismanagement of the Army Base Terminal, the mayor's personal position may be revealed.

A few days ago the writer discussed the case with the mayor, who at that time had the matter under advisement. The mayor was disturbed by the continual reports, in the press and by word of mouth, about affairs at the base as being detrimental to the good of the port.

The mayor wants the port authority to make a careful but strictly impartial investigation. If conditions are found to be entirely as they should be, the Port Authority will be asked by Mayor Curley to announce that the current reports do an injustice to the men operating the lease.

If the allegations of mismanagement are sustained, then the mayor probably will ask the U. S. Shipping Board to cancel the present conditional lease which is so worded that it may be broken at once.

The whole case was discussed at the recent conference of shipping men. When one speaker expressed doubt of being able to secure an investigation by the Shipping Board itself, the mayor had a suggestion.

"If the Shipping Board should persist in ignoring any official communication from the City of Boston," said the mayor, "an investigation by Congress is always possible."

When asked by the writer for a comment upon the investigation, the mayor replied:

"It has my hearty approval."

Mayor Curley's Stand Puzzles This Reader

Editor Boston American:

Mayor Curley's defense of President Hoover has brought him commendation from some of Boston's blue-bloods who rejoice that the mayor has asked the people to uphold Hoover's policies.

The same people were also behind the successful movement to destroy the American navy. Strange position for the mayor to take.

W. F. MASON.

Upholds Curley's Stand With President

Editor Boston American:

In reply to a reader who signs himself as "One Not Deluded," I wish to say that I heartily congratulate Mayor Curley on his policy of stand by the President. That is a sensible and far-sighted policy. Mayor Curley realizes that this is no time for criticism but rather action to the fullest co-operation.

When "One Not Deluded" has arrived at the conclusion that Mayor Curley and Calvin Coolidge are wrong by supporting the President, and that the President is responsible for any stock market crashes that have occurred in the past, then I firmly believe that the conclusion drawn is one which needs more basic weight—in fact, the conclusion is a complete fallacy.

No single individual in this country is responsible for crashes. They are due to the great herd of men who control the stock market.

"One Not Deluded" must also remember that President Hoover is responsible for the great fight he put up in having the flexible provision, which alone makes the tariff not as bad as it seems. We must remember that after the stock market crash, President Hoover took the advice of the Hearst newspapers and called for a conference of business leaders. One of the direct results was the continuous work that has been taking place among the public works throughout the country.

To Mayor Curley is due unlimited credit for his statesman-like attitude in supporting President Hoover in these times. That is why Mayor Curley and President Hoover are such broad-minded men—men who are leaders because they stick to the end no matter how hard the sailing is.

J. L.

Fair Play

JOE ROURKE, commissioner of public works for the city of Boston, is a very capable gentleman. It would be exaggerating a bit to say he is a diplomat. In fact, Commissioner Rourke has a directness and frankness that are refreshing or disconcerting according to the point of view.

But he does know his job. Frequently he does things that prompt words of praise such as these. For example, he has re-established Mayor Curley's old system of doing away with overtime pay in the public works department. Now if a man works overtime, he gets no pay but an equitable amount of time off. This prevents a man from working beyond the fatigue point and also makes work for some other man.

The Typographical Union, one of the most intelligently conducted of all such organizations, has used a somewhat similar system for years. It prevents a few men from hogging all the work at other men's expense.

TRANSCRIPT 7/26/30

**Mrs. Herrick Assures Visit
of English Mayor's Wife**

There is now no question of the presence in Boston for "Boston Week," Sept. 14-20, of Mrs. Salter, wife of Reuben Salter, lord mayor of Boston, Eng. Two weeks ago Mayor Curley received word that the visiting mayor could not afford to bring his wife. Immediately, Mrs. Robert F. Herrick, of 25 Commonwealth avenue indicated her desire to defray the woman's expenses, and she has now sent her check for \$500.

Mrs. Herrick wrote to Mayor Curley as follows:

"It appears that Mrs. Salter desires to accompany her husband, but certain obstacles may prevent her coming. I assume that the actual reason is financial in its character and in order that this good little woman from overseas may share in the distinguished honor to be shown her husband by the city of Boston, I am very pleased to enclose my check in the amount of \$500 to aid in defraying the expenses of Mrs. Salter's visit.

"It seems highly fitting and appropriate that we should entertain both Lord Mayor Salter and his good wife, and I am very pleased to be included as one of those who can forward a mite to make possible the presence of the wife of the lord mayor."

**Byrd Thanks Boston
for "Welcome" Wire**

In a letter to the Transcript from his summer home in Dublin, N. H., Rear Admiral Byrd thanks those 5000 citizens of Boston who joined in a telegram of "Welcome home," which reached him on the day the South Pole expedition returned to the United States. His letter is as follows:

Editor Boston Transcript, Boston, Mass.

Dear Sir—Among the hundreds of telegrams that were received on the day our expedition returned to the United States, none was more touching than the one from Mayor James M. Curley, in which more than five thousand citizens of Boston joined in extending a "Welcome home."

In making acknowledgment of these greetings to Mayor Curley, I asked if he could suggest a way in which I might personally thank each one who signed the telegram.

Mayor Curley has suggested that I write to the editors of the Boston papers. In carrying out the mayor's suggestion, I earnestly request that you publish in your columns this letter thanking the citizens of Boston for their cordial greetings.

At the same time I want to take this opportunity to publicly thank the people for the warm reception given to my companions and myself when we visited Boston on June 27 as guests of the city and the Commonwealth.

With kind regards,

Sincerely yours,

R. E. BYRD

**MRS. HERRICK
DONATES \$500****Starts Fund to Bring
English Mayor's Wife**

Starting the proposed fund to permit the wife of the Lord Mayor of Boston, England, to come here with her husband to participate in the tercentenary exercises of "Boston Week" this September, Mrs. Robert F. Herrick yesterday sent her personal check of \$500 to Mayor Curley.

Press despatches from abroad recently quoted his Worship Reuben Salter, the Lord Mayor, as saying that the expense of a transatlantic voyage would probably prevent "the first lady of Boston, England," from accompanying him here.

Mayor Curley suggested that one of the leading steamship lines might well offer them a de luxe suite of one of their best ocean liners free to the distinguished guests. But while conferring with the company officials yesterday, Mrs. Herrick's check was received to start the fund.

GLOBE 7/26/30

**FIREMEN TRY
OUT NEW LIGHTS****Make Good Time—One
Test Not Enough, However**

Fire in a blacksmith shop on Endicott st, in the North End, this afternoon, gave the Fire Department its first opportunity to try out the new traffic lights. Good time was made, but the test was not sufficient to gage the system.

Deputy Chief John J. Kelly, in charge of the first division, headed Ladder 8 in his own car, with Tower 1 following, from the Fort Hill-sq Station.

Chief Kelley said that the apparatus made good time to the fire because the lights along the route were all green. A traffic officer directed the apparatus in Haymarket sq. The chief said, however, that this one box was not enough to test the system and that he would wait until three or four more boxes had been sounded before arriving at a definite opinion concerning them.

Post 7/27/30

MAYOR DEFINES PEACE PATRIOTS

Tells Camp Devens Soldiers There Is Need for Finer Service in Upbuilding of Country



MAYOR CURLEY AT CAMP DEVENS

The Mayor of Boston shown as he presented a medal to Student Soldier Russell Fidler of Dorchester in C. M. T. C. exercises at Camp Devens yesterday.

CAMP DEVENS, July 26—Mayor James M. Curley of Boston told the three Massachusetts Guard units and the students of the Citizens' Military Training Camp here today that the patriotism of peace is a real virtue, and by their training to better serve their country should a crisis arrive they are making possible the perpetuation of the government under which we live.

PATRIOTS OF PEACE

The patriot of peace has the harder task, said the Mayor, because his work is less spectacular than the work of war, yet only in this steady work of the days of restoration, in the hum-drum days, are work and wages made possible and the land prepared for the dread days of conflict.

The Mayor took occasion to say that, in his opinion, nations are not ungrateful to the services of its patriots and heroes. It would be more thoughtful to say they are laggards, that they move slowly and hesitatingly, but that they do move after days of pain, and anguish, delay and disappointment, he said. Too often the recognition of national duty comes tardily, but it comes, for the heart of the nation is sound, he added.

"The patriot of peace is the supplement of the soldier of war; the country needs the patriotism of both to preserve its honor and safety; it is a patriotism written in service and cemented in blood.

Deplores "Fire Traps"

"To us in these days of peace, when men seek to forget the hazards and the horrors of yesterday and ignore the memory of the dead and the labors of the living, there is need for a finer, a more disinterested patriotism; one that connotes duty and service for the public good, the upbuilding of the country and the healing of its wounds; a patriotism

willing to combat misunderstanding, to face clamor and misrepresentation, a patriotism that receives no other reward than hostile criticism and distortion of motive."

The Mayor deplored the "old fire traps" which house the troops at the camp here. He said they were sun-dried and highly inflammable, and regretted that the men had to live in them. He said he would make every effort to have Secretary of War Hurley visit the camp and see for himself the "dilapidated fire traps in which men are required to live."

A regimental parade was tendered the Mayor, and at its conclusion he pinned medals on the winners of prizes in the C. M. T. C. track meet. He was escorted to the camp on his arrival by a guard of honor composed mostly of C. M. T. C. members who live in Greater Boston.

U. S. Senator David I. Walsh is expected at the camp here today, Visitors' Day.

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PAN-AMERICAN CHIEF HERE COLUMBUS DAY

Curley Invites Dr. Rowe—Italian Envoy Guest Orator

Dr. Leo S. Rowe, director-general of the Pan-American Union at Washington, has been invited by Mayor Curley to be one of the speakers at the exercises in observance of Columbus day, Oct. 12 and 13. Giacomo de Martino, Italian ambassador, will be the principal guest orator.

Dr. Rowe is an Iowan, a graduate of the University of Pennsylvania, holder of degrees from many South American colleges, and is a lawyer and economist and the author of "Codes of Government" by which the island of Porto Rico is now ruled. He has a world-wide acquaintance and among his books are several dealing with the federal systems of the Argentine republic and the effects of the world war in South American countries. It is Mayor Curley's idea to couple the observance of Columbus day with Pan-American ceremonies.

MAYOR CURLEY WATCHES REVIEW AT CAMP DEVENS



Left to right, front row, Mayor Curley, Col. Frederick Knabenshue, camp commander, and Col. Daniel Needham. Left to right, back row, Maj. R. E. McLeod, Capt. Will Kerman, Capt. W. H. Hennessey, and Lt. R. Chase.

Cont'd

going we would have a terrible conflagration. Yet we ask the flower of our commonwealth to live in them and risk their lives when it is absolutely unnecessary.

There shouldn't be any difficulty in a nation as prosperous as America to provide suitable accommodations for our militia and our citizens who put in their time in training in order that they may be ready should the call come. The trouble with many is that they are too busy with their own affairs to worry about public matters. Some individuals are so busy making money for themselves that they care nothing for the public safety of those on whom they would have to depend if war broke out.

What provision has been made up here for safeguarding the men who are serving their country? Certainly not much when they are housed in these old shacks.

I have no sympathy with these pacifists who, for the sake of their theories, would leave our country defenceless and who issue propaganda against providing adequately for our military forces. We have no means of determining how long our nation will follow the path of peace. Yet back in Boston, along our waterfront, two-thirds of the buildings owned by the government are abandoned. Why, our standing army contains fewer men than there

are bootleggers in Illinois and New York.

Neither have I any sympathy with the religious organizations opposed to military camps for our youths. Many lives might have been preserved in the last war if we had been better prepared.

We certainly are not encouraging these youths who come to these camps to serve their country when we compel them to sleep in barracks that are distinct fire hazards. Our duty is to promote the highest conceivable character among these boys and to safeguard their lives as well.

I have nothing but contempt for those leaders in industrial life who haggle over letting their employees attend the militia and citizens' training camps.

President Hoover is coming to Boston during the American Legion convention. I don't know whether or not it will be possible to bring him to Camp Devens. But Secretary of War Hurley is also coming, and I will place my car at his disposal and also make every effort to have him come up here and see conditions for himself.

I can think of nothing more appropriate to describe Camp Devens than Goldsmith's "Deserted Village." If one of these buildings up here filled with men was destroyed in a conflagration it would be the greatest stigma ever placed on our commonwealth.

To us in these days of peace, when men seek to forget the hazards and horrors of yesterday and ignore the memory of the dead and the labors of the living, there is

need for a nner, a more disinterested patriotism; one that connotes duty and service for the public good, the upbuilding of the country and the healing of its wounds; a patriotism willing to confront greed and graft, to face clamor and misunderstanding, a patriotism that receives no other reward than hostile criticism and distortion of motive. This is a day for the patriot of peace, who knows the present and remembers the past, who can face contumely with courage and do his duty though the stars fall. The name of the patriot of peace is legion; he will stand up to be counted; and in the days to come will see that the sacrifices of the soldier of yesterday will not have been made in vain.

The patriot of peace is the supplement of the soldier of war; the country needs the patriotism of both to preserve its honor and safety; it is a patriotism written in service and cemented in blood.

MET BY ESCORT

Mayor Curley was met at the entrance to the camp by Col. Dana T. Gallup of the 110th Regiment, Col. F. G. Knabenshue of the 110th Cavalry, other officers and the 110th Cavalry band.

He first addressed the members of the national guard at their quarters. He was introduced by Col. Daniel Needham of the 101st Field Artillery. Later the mayor went to the C. M. T. C parade grounds, awarded medals to the winners of the regimental swimming meet, reviewed the citizen soldiers and then addressed them. He highly praised the youths for their splendid performance and said that the parents of the boys would certainly feel proud if they could see their sons after two weeks at the camp.

Contd

partment situation, repeating the stereotyped charges of conspiracy by Republicans. He reviewed former Gov. Fuller's story of the four mayors who were alleged to have operated on School street during the "rotten Nichols administration" and told of the cleanliness of the current Curley administration with examples of how graft has been eliminated.

Mr. Nichols was not able to reply last night, as he is recovering from a recent operation.

Claggett acclaimed Fitzgerald as the next Governor and praised the conference as the only constructive means of fortifying the party ticket with its strongest elements. He insisted that it must be diversified racially and religiously if success is to crown the election for the Democrats.

CALLS FOR LOYALTY

"We must have candidates," said Claggett, "who will appeal, not to distinct groups, but to the great masses of the voters. Anyone who defies the dictates of the conference is not sincerely loyal to the party and should be driven out. For my part, I am ambitious to be your candidate for lieutenant-governor but I am prepared to abide by the conference decisions whether or not I am one of the chosen few. I am ready to help as a candidate for any office on the ticket and I also am ready to give loyal support as a private in the ranks."

Candidate Murphy confessed his lack of confidence in the honesty of the conference and declared that he is a candidate to the finish regardless of its actions. He enunciated his platform of 10 planks, which include all the popular issues advocated in general by his party.

As did O'Brien, Murphy insisted that refusal to abide by the conference decisions was not an indication of disloyalty.

At the outset of his speech O'Brien said, "You all know the ticket that is prepared for you at Worcester. There is no necessity for me to go into detail in describing its iniquities to you."

At that point a heckler shouted, "You're wrong, and I challenge you to name the ticket."

CHARGES FRAME-UP

With that deft, O'Brien said, "It's a frame-up for two members of the millionaires club—Coolidge and Fitzgerald. They have schemed in secret by influencing the chairmen of the numerous town and city committees to deliver the nomination for the Senate to Coolidge and for Governor to Fitzgerald. Regarding the remaining offices I confess that I am in ignorance."

"Under the circumstances I cannot agree to abide by decisions so reached. I deny that my action is one of disloyalty. The circumstances, on the contrary, call for candidates of courage who are willing to expose themselves to the fury of the self-appointed leaders if they are to succeed in delivering the members of the party from the machinations."

"It grieves me to say that every heel and chiseler in the Democratic party

has been approached by the winning candidates, and their desires at Worcester will be based on the wishes of the so-called leaders. My friends, it is high time that the voters repudiated such leaders. The orgy of reckless spending on behalf of candidates is not confined to the Republican party."

"I give you my solemn promise that after Monday I shall have something to say on that phase of corruption that will not be limited to my rivals for the senatorial nomination. But more about that later. I am the only independent candidate in the field. I am no man's candidate. I am O'Brien's candidate and you may rely on me to treat you as fairly and honestly as I did during my administration as district attorney of Suffolk county."

O'CONNELL'S CHALLENGE

O'Connell said that he would leave the decision in his case to the electorate and not to a group of repudiated leaders who will reach their decisions in the secret confines of some hotel room. "I shall confide my case to the people. Race or religion, geography and location have no standing with me. I do not recognize them. They are no argument. The Australian ballot is the only instrument I recognize. Fitness for office and capacity for achievement are the mediums by which you should choose your candidates and I don't care how many there are against me. I shall prevail. Let us talk of harmony after the primary," concluded O'Connell.

Foss denied that he is a candidate for any office. The only method by which he could be intrigued into the Senate fight would be the prospect of 11 candidates in the event of which he would be willing to make it an even dozen.

"I notice by the morning papers," continued Foss, "that John F. Fitzgerald's campaign has been revived by Mayor Curley. John F. has had a steel rod inserted in his back. He now is standing strong. A short while ago it was apparent that he had a sinking spell. Now he has absorbed some new courage. But, my friends, imagine the Little General, of all people calling for harmony!"

"He no longer is like the fiery John F. who ran for mayor against Storrow. He won that time because he was willing to fight. I believe in the open primaries and John F. should believe in them. They have made him a candidate for statewide office before. I got the direct primary bill passed in 1911 and we shall not give it up. Efforts to eliminate the primary will no more succeed than will the efforts that are being made to repeal the 18th amendment and modify the Volstead act. The people put those on the books and only the people can take them off. Let every candidate throw his hat into the ring. I have been invited to attend the Worcester conference. I shall not be there."

Peter F. Tague, election commissioner, represented Mayor Curley at the outing and told of difficulties Curley faced in taking office after four years of an administration that "almost wrecked the city treasury."

CURLEY ATTACKS CAMP DEVENS AS 'OLD FIRE TRAP'

Scores 13-Year-Old Barracks in Talk to C. M. T. C. And National Guard

BLAMES PACIFISTS FOR BAD CONDITIONS

Says There Are More Bootleggers in N. Y. and Ill. Than Men in Army

By A STAFF CORRESPONDENT

CAMP DEVENS, July 26—Vigorously attacking what he termed the niggardly policy of housing "the flower of the commonwealth in the same old fire traps that have been here for 13 years," Mayor Curley addressed about 1300 members of the national guard and the Citizens' Military Training Camp here today.

The mayor's denunciation of the barracks housing the youths of the C. M. T. C. and the members of the National Guard followed a brief inspection of the camp. He departed from his prepared speech and minced no words in his attack on the quarters here and promised to bring Secretary of War Hurley to Camp Devens and have him see conditions for himself when the latter visits Boston during the American Legion convention in October.

Mayor Curley said:

There is much unrest in the country today and industrial depression. Not only is this apparent in America, but throughout the world. At this time our country is a fruitful field for the exploitation by pacifists and internationalists, but fortunately most of us still believe that America is the best country in the world.

HITS PACIFISTS

We have these pacifists, internationalists, these misguided persons, some of whom love another country more than the United States, setting up a hue and cry for pacifism which would leave America defenceless in time of war. Perhaps they don't recall every great evil that has been inflicted on our nation may be traced to unpreparedness.

Looking around here today I see the same old fire traps are still doing duty that were here 13 years ago. Some of these shacks are highly inflammable, and if they go

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to their own city councils. Truthfully speaking the party has little hope of accomplishing anything in those offices.

Frederic W. Cook will continue to be secretary of state regardless of the opposition. Frank Donahue was the last Democrat to crash through for that office and he was victorious before the war when the Republican party was split asunder by the Progressives. Many strong candidates have been exploited since by the Democrats for those places and they invariably have been as unsuccessful as the candidates for Governor. It is difficult to understand the optimism of those who spend so much time and money in such hopeless quests.

The selections for the minor positions will be so much window dressing. The candidates will be selected in the hope that they will attract to the head of the ticket votes from racial and local groups nominally Republican.

BUTLER AND DRAPER

The ferocity of the campaign for the Republican nomination for United States senator broke through the surface during the week. For some time the developments have been threatening. Any hope that the duel between Eben S. Draper and William M. Butler would be fought out on academic discussions of the chief issues fled with the outburst at Essex Friday afternoon. Save for that single contest the Republicans are in excellent condition.

The only other contests are for treasurer and auditor, and neither yet has progressed to a point where they have commanded front page attention. It is becoming apparent that several of the Republican congressmen are going to face contests for renomination, and in each of these conflicts the issue of prohibition seems to be dominant.

Chief among them, of course, is the fight that the drys will wage against Col. A. Piatt Andrew of Gloucester. His opponent is Representative Martha N. Brookings, who was drafted for service by the drys when they were unsuccessful in their quest for a strong masculine candidate to carry the banner. Andrew is in a peculiar position. Mrs. Brookings frankly admitted Friday that had he remained silent on the issue of prohibition he would have encountered no opposition, accordingly he demonstrated his courage in inviting opposition by taking a courageous stand on the most controversial issue of the times.

Drives are being made by the wet forces against Congressmen Robert Luce, Frederick W. Dallinger, Edith Nourse Rogers, Frank H. Foss and Richard Wigglesworth. Thus far only Foss has opposition within his party and that comes from former Mayor Bernard W. Doyle of Leominster.

Luce, Dallinger, Mrs. Rogers and Wigglesworth have ignored the threats of opposition and indications now are that Wigglesworth will be unopposed for renomination with the wets prepared to throw their support to Edward G. Morris of Quincy, who is conceded the Democratic nomination.

There has been considerable discussion in Newton of grooming former Mayor Edwin O. Childs to run against Luce, but nothing has come of the drive thus far. Mrs. Rogers has been bombarded with telegrams from the Liberal Civic League. They even followed her to the American Legion convention at Williamstown.

Gov. Allen may be expected to file his nomination papers this week and one of the surprises in store for the opposition is the number of certified signatures his supporters have obtained for him in Democratic Boston. Even Democratic-bound South Boston was invaded, and sufficient certified signatures were obtained from that district to qualify him from Suffolk county. Publication of these South Boston names will reveal some prominent Democratic support for the highly popular Republican executive.

NOMINATIONS BOUGHT, SAYS EX-PROSECUTOR

Claims Meeting Called to Deliver to Coolidge and Fitzgerald

OTHERS REPUDIATE WORCESTER SESSION

Foss Alleges Attempt to Evade Primary Law —O'Connell Defiant

By W. E. MULLINS

The Democratic harmony conference at Worcester tomorrow afternoon is a deliberate frame-up designed by self-appointed leaders "to deliver the party and Governor to two members of the millionaires' club—Marcus A. Coolidge and John F. Fitzgerald." This was the charge made by former Dist. Atty. Thomas C. O'Brien, one of the five candidates for his party's nomination to the Senate, at an outing of the Lowell Tammany Club at Strawberry Hill Manor in Concord yesterday.

His direct accusation of duplicity and intrigue came as a complete surprise. His identification of Coolidge and Fitzgerald was stimulated by some heckling interrupter challenged him to become more explicit when he made his first reference to the alleged pre-arrangement of the party assembly.

With the repudiation of his better he proceeded to repudiate the Worcester conference as far as it relates to his candidacy. "The orgy of reckless buying of nominations," he continued, "on behalf of candidates is not restricted to the Republican party and after Monday I promise you that I shall have something more to say on that phase of the campaign."

FOSS HITS CONFERENCE

The scheduled conference likewise was sharply criticized and even ridiculed by former Gov. Eugene Noble Foss, who characterized it as an arrogant attempt to evade the direct primary law. He advocated a free-for-all scramble for all the places as a means of putting up to the party members the duty of selecting their ablest representatives.

"No true Democrat," Foss insisted, "would attend a harmony conference. The word 'harmony' is not in the vocabulary of a real Democrat. Don't discourage a good fight. Such struggles for supremacy are signs of healthy organization and as such should be encouraged. From experience I know it to be so. It is a cheap political trick to force Senator Walsh to participate in a 'rump parliament' to make it appear that he is a dictator."

The scheduled conference also was given short shrift by Joseph F. O'Connell, another senatorial candidate, and Charles S. Murphy of Worcester, who would be the nominee for Lieutenant-Governor. To the contrary it was warmly defended by Strabo V. Claggett, candidate for Lieutenant-Governor; Fitzgerald, candidate for Governor, and Edward J. Tierney of Lowell, the presiding officer.

CUMMINGS OPPOSED

With such an unfriendly demonstration coming so shortly prior to the assembly, fears were openly expressed for its success. Although not in attendance at the Concord outing, John J. Cummings, another of the candidates for Governor, declared that he will be at Worcester to protest vigorously against any attempt to put over a framed slate.

Fitzgerald delivered one of his characteristically aggressive speeches in which "wise cracks" and criticism of all things Republican provided him with his themes. He issued a solemn warning to his audience to beware of the outpouring of Republican dollars into the pockets of treacherous Democrats who are prepared to aid the enemy in duplicating what he called a trick of the 1925 municipal campaign when Malcolm E. Nichols was elected mayor of Boston.

"The coffers of the Republican millionaires again have been tapped," he declared, "to divide our forces as they were divided in 1925 when they gave the city of Boston the most corrupt administration in its history. They are pouring the dollars into Democratic channels, but as the program progresses we shall be able to put the finger on the traitors and drive them away."

DEMOCRATS FACE HERCULEAN JOB IN PRODUCING IDEAL SLATE AT HARMONY FEAST TOMORROW

By W. E. MULLINS

Most absorbing of all the political topics of the moment is the widely-exploited congress of Massachusetts Democrats scheduled for tomorrow afternoon at Worcester. Heralded far and wide as a harmony conference, the object of which is to unite the party's full strength on the best available ticket, there are well-founded fears that its climax will be a wide division of the ranks into bellicose factions leading ultimately to complete disaster.

The sole hope of persuading the numerous ambitious candidates to submerge their personal desires for the welfare of the party rests in the oratorical ability of Senator David I. Walsh to make so powerful a plea at the outset for peace and concord that the contenders will throw themselves on the ruthless mercies of the several hundred participants, many of whom admittedly will be shackled by commitments.

The purpose of the general assembly of party pooh-bahs is to select from the ranks individual candidates for the offices of senator, governor, lieutenant-governor, secretary of state, treasurer, auditor and attorney-general who, in the opinion of the multitude, are best equipped to defeat their Republican rivals in the November election.

The nebulous ticket must possess racial and geographical balance without sacrificing individual strength. Briefly, the idea is to select a fool-proof slate. Lacking such magnetic personalities as Walsh, Gov. Smith or Mayor Curley, the herculean task which confronts the optimistic participants well might be regarded as a sisyphian labor holding forth similar prospects of success.

The dominating question naturally relates to the composition of that ticket. Who will be the favored ones? All sorts of combinations have been drawn up. Numerous secret conferences have been held. It is the greatest guessing contest of the moment. None can foretell the outcome, but a reasonably good speculation is that Marcus A. Coolidge will be picked for senator and John F. Fitzgerald for governor. And yet neither may succeed in obtaining preferment.

OPEN PRIMARY STILL AHEAD

Being selected for one of the places by no means will be the equivalent of taking possession of the nomination. The chosen few still must face a contest in the open primary with the absolute certainty of encountering an abundance of opposition and yet the value of being selected cannot be minimized.

Let us call the role. In the contest

for senator formal announcements have been made by Coolidge, Joseph F. O'Connell, Representative Roland D. Sawyer, Thomas C. O'Brien and Peter Joyce. From various sources have come mention of the availability of such conspicuous figures as Sherman Whipple, William G. Thompson, Judge Frederick H. Chase and Eugene Noble Foss. John F. Fitzgerald and Joseph B. Ely have had their supporters.

For governor formal announcements have been forthcoming from Fitzgerald, Ely, Edward P. Barry and John J. Cummings. The availability of Gen. Logan, Gen. Cole, Andrew J. Peters, Mayor Russell of Cambridge, Mayor O'Neil of Everett, Frank J. Donahue, Congressman Granfield, Mayor Ashley of New Bedford, Senator Joseph J. Mulhern and Mayor Curley has been discussed.

The most militant campaign for lieutenant-governor has been prosecuted by Charles S. Murphy of Worcester, while Strabo V. Claggett has indicated that he is like the fabled Barkis. Fitzgerald wants Ely to seek the minor office. Mayor Winters of Springfield has been advanced as a compromise candidate for the western section of the state, while John F. Malley is not unconvincing that he cannot overcome the handicap of his 1928 defeat in this year of grace 1930.

Chairman Donahue was peering accurately into the future last January when he ventured the prediction that the primary campaign would see the greatest outpouring of candidates seeking places on the ticket that politics ever has produced. The above lineup reflects the accuracy of his prediction.

CAN ELIMINATE MANY

Many of those names may be speedily eliminated. Curley rejected the suggestion that he assume the task of trying to unseat Gov. Allen. It is reasonably certain that Logan, Peters, Whipple, Chase, Thompson and some others will not gamble on the uncertainty of a devastating primary conflict. Sawyer frankly admits that he lacks the financial resources to make an independent statewide campaign.

Another difficulty is the attitude of the majority of the candidates. O'Connell and Martin M. Lomasney, O'Brien's chief backer, have already declared openly that they have no intention of abiding by the decisions of the conference in the event they are not favored.

Without entering into any discussion of the ancient animosities and factions you have a brief outline of the existing situation. If harmony can be brewed out of that admixture of circumstances, then the millennium is at

hand. Personally we see nothing but hopelessness lurking in the background and slender hope of any tangible beneficial result.

It is a matter of record that the Democrats four years ago aligned their forces behind Ely against Harry Dooley in the contest for Lieutenant-Governor. The peaceful outcome of that pre-primary conference even produced a withdrawal by Dooley and yet the voters nominated him over Ely in the primary. It is impossible to overlook that instance.

The likelihood of the Coolidge-Fitzgerald combination at the top of the ticket is foreseen in the strength with which the Fitchburg contender will enter the conference and the admitted strength of Fitzgerald in the Boston district, coupled with the fact that it will provide the foundation for the racial and geographical balance which is the dominating motif.

WALSH'S DELICATE POSITION

Senator Walsh finds himself in a delicate position. He has emphasized the fact that he will take no part in any proceedings to establish a dictatorship. His participation will be somewhat detached. He is anxious to aid in producing harmony, but he will advance the claims or availability of no candidate. The most powerful figure in the entire assembly, he voluntarily will make himself the most important participant as far as aiding individuals is concerned.

Walsh exerts a tremendous influence among the members. His attitude toward prohibition undoubtedly has been a factor in dictating the platforms of two of the announced candidates. Taking a cue from his frank recognition of the futility of obtaining repeal of the 18th amendment, Coolidge and Ely, in their announced platforms, declared that their efforts would be devoted toward modification, although being favorable to repeal.

There is no questioning the party's attitude toward prohibition. Save for Foss, who is a remote possibility, the candidates are unanimously wet. The situation thus is aided to the extent that the controversial subject of booze will have no part in the polemics.

Naturally the most difficult problem will come in the selections for the three top places on the ticket. It was to the four minor positions that Donahue made reference a fortnight ago when he said that many of the candidates for statewide office could not be elected

N.Y. TIMES 7/27/30



BOSTON STARTS WORK ON A NEW SUBWAY EXTENSION:
MAYOR JAMES A. CURLEY
and His Son, With Silver Shovels, Turn the First Earth for a
\$3,000,000 Construction Job to Be Done by Veterans of the World
War as the City's Means of Furnishing Them With Employment.
(Times Wide World Photos. Boston Bureau.)

MANY TO BE GIVEN WORK

Mayor Says Huge Building Project for Boston Will Be Announced Soon----Will Provide Jobs for Hundreds Now Unemployed

Says Boston Will Be Known as Place of Progress

NOT AFRAID TO FORGE AHEAD IN HARD TIMES

Flays "Cheap" Type of Employers as Bad Citizens

Boston civic leaders are prepared to launch, within a few days, the biggest construction project in the history of the city, Mayor Curley announced last night in a public statement.

He declined to give the details of the plan, explaining that he was sworn to secrecy. But he stated that it would provide employment for hundreds of men. Its magnitude, he said, would draw the eyes of the entire country to Boston as a community that dares to go ahead when others hesitate.

It was an indication, he said, that the country was passing rapidly from the period of depression to a period of unprecedented prosperity. In his statement he took occasion to condemn employers who have been replacing high-salaried officials with cheap, inexperienced workers as a measure of false economy, warning them that the public may make reprisals by "boycotting" their concerns.

Employees fearing the loss of their jobs hoard their money, he said, criticizing the employers for inspiring this fear and thus delaying the upward trend of business. The Mayor said:

"A new element is unfortunately manifesting itself in the psychology of fear upon the part of persons now holding positions that unless checked may materially delay the return of the desired prosperity and activity in industry essential to the well being not only of the individual citizen but of the units comprising the United States of America.

"Possibility of Reprisals

"My attention has been directed within the past week to a growing practise among certain concerns in Boston of discounting the services of competent employees who, through years of faithful and devoted service, have worked up to sizeable incomes. The possibility of reprisals on the part of the public were they familiar with the process recently introduced of discontinuing the services of capable women and men and replacing them for no other reason than the score of economy with untrained and less competent persons should deter intelligent leaders in industry from pursuing this policy. The psychological effect upon those still employed and who tremble at their own prospects when they find co-workers losing their opportunity for a livelihood in some line of activity to which they have given their best during a lifetime, is injurious to every industry in the community.

Bad Citizenship to Use Such Tactics

"The individual who loses his position ceases to be a contributing factor to the restoration of activity in business or confidence because of his inability due to the cutting of his income to make purchases, while the individual who has been permitted to retain his position feels it necessary to husband his resources because of the prospects of meeting sooner or later a similar fate.

"In a time like the present there is no reason to require that the worker alone should bear the burden of industrial depression. The employer should be willing to assume his portion rather than adding to the burden and delaying the arrival of prosperity by discharging help, reducing wages or giving indefinite leave of absence without pay to employees. There is every indication that the American nation is rapidly passing from the period of depression to a period of unprecedented prosperity, and at a time like the present no employer is justified in considering himself a good citizen who fails to make the necessary sacrifice and assume his portion of the burden and responsibility. Courage and leadership are necessary and that it exists among certain of our citizens is gratifyingly apparent from developments during the past week.

Great Building Plans

"A conference with certain civic leaders held Thursday revealed plans for the immediate future which will not only result directly in opportunities for employment for additional hundreds who are now without work, but through its stimulus to general business should aid largely in renewed confidence as to the future.

"The size and scope of the project, the details of which must be withheld for the time being, will draw the eyes of the entire country to Boston as a community that dares go ahead when others hesitate. It will demonstrate that our city, with its reputation for conservatism, is quick to recognize an opportunity and has no lack of leadership in its midst."

AMERICAN 7/27/30

CURLEY RAPS DEVENS BARRACKS

GOVERNMENT LAX IN DUTY, SAYS MAYOR

In Speech at Camp, Boston's
Executive Says Buildings
Are a Menace

POINTS TO DANGER OF FIRE

U. S. Urged to Safeguard
Youth Training for
Nation's Defense

Camp Devens, July 26 —
Criticism of the federal gov-
ernment, which, he said, does
not provide safe and adequate
housing for its citizen soldiery,
was the keynote of an address
made to the C. M. T. C. and Na-
tional Guard units encamped
here by Mayor James M. Cur-
ley of Boston today.

The occasion was the accept-
ance of an invitation by the
Boston mayor to be the guest
of the camp for the day.

Mayor Curley said:

"Here today we see the same
old fire traps which for 13 years
past have been provided as a
training adjunct for the patriotic
youth of our Commonwealth. A
nation that is as wealthy as is
the United States should provide
safe and adequate accommoda-
tions for the boys and young men
who are ready to stand behind
it, even unto death, and there is
no possible way to justify the
present neglect of a sacred duty.

GUARDING OF YOUTH

"The highest, the noblest, the
most ideal recognition of the
equality of obligation is that
which is represented in the serv-
ice of the attendant at the Cit-
izens Military Training Camp and
of the National Guard. I have no
sympathy for or with a policy
which neglects its own duty while
expecting a rigid adherence to re-

quirements on the part of the in-
dividual.

"There is no possible way in
which this nation can justify an
unpreparedness for war and by
the same token there is no way
in which it can justify its unpre-
paredness to safely and sanely
guard the youth of this Common-
wealth which it is training for
the emergency of war.

"If not upon the government
upon whom are we to rely for
the proper establishment of neces-
sary preparedness? Energetic
youth is urged to join the de-
fensive forces of the country,
but if the character of these sur-
roundings is any indication, that
service is not appraised at its
true value nor in a manner that
tends to encourage patriotic
service.

MENACE TO LIFE

"It is easy to determine at a
glance around this camp what
should first be done for the citi-
zen soldier. He should at least
be provided with a setting which
is not a constant promise of con-
flagration and menace to his life.
One such fire and one such loss
of life as might easily result
would be such a blot upon the
escutcheon of this country as
could never be erased.

"It is not strange that under
these circumstances the army of
the United States is constantly
dwindling, that it is smaller now
than the army of bootleggers to
be found in the states of New
York and Illinois. It is not strange
that the desirable youth of the
country are hesitant about en-
listing for training at the behest
of a government that does not
show more concern for their
health and safety.

WERE RICH ENOUGH

"This is a rich country. There
should be and would be no diffi-
culty in providing the money to
replace these camp buildings with
others which would at least be
not a menace in place of a pro-
tection."

Predicting another European war,
possibly within the next six to ten

POST 7/27/30

City to Greet First Lady of Boston, England

Mrs. Reuben Salter, "first lady"
of Boston, England, who feared that
the expense would forbid her from
accompanying her husband, the
Lord Mayor, on his visit here to par-
ticipate in the tercentenary celebra-
tion, will be given a queenly wel-
come when she arrive in this city.

MAYORS INVITED

Her visit was assured by the fund
started by Mrs. Robert F. Herrick with
a personal check of \$500, which will be
sent to her by Mayor Curley so that she
may travel in style beside her dis-
tinguished husband the first Mayor of
Boston, England, to come here as the
official guest of the city in the past
300 years.

First steps were taken yesterday by
Mayor Curley to provide for the enter-
tainment of his Worship, Mayor Salter,
during "Boston Week," starting Sept.
14, for invitations were sent out last
night to Canadian government officials
and the Mayors of all Canadian cities
to come down to join in the festivities
as guests of the city.

The Mayor expects to have as
guests his Excellency, the Right Hon-
orable Viscount Willingdon, Governor-
General of Canada; Premier William
Lyon MacKenzie King and Sir Henry
Thornton, president of the Canadian
National railways, with the 18 Canadian
mayors.

As there is no mayor for Dawson,
Yukon, an invitation was sent to the
Honorable George McLean, gold com-
missioner of Dawson, who is chief ex-
ecutive of the northwestern Canadian
city.

Mayors invited include Arthur Mills
of Ottawa, Camillien Houde of Mont-
real, Bert S. Went of Toronto, Ralph
W. Webb of Winnipeg, Man.; W. U.
Malkin of Vancouver, B. C.; Colonel
H. E. Lavigne of Quebec, Louis A.
Gastonquay of Halifax, N. S.; Herbert
Anscourt of Victoria, B. C.; A. U. G.
Bury of Edmonton, Alb.; Andrew
Davison of Calgary, Alb.; John Peeble
of Hamilton, Ont.; Walter W. White of
St. John, N. B.; T. W. L. Prowse of
Charlottetown, P. E. I.; William G.
Clark of Fredericton, N. B.; James Mc-
Ara of Regina, Sask.; Charles J. How-
lett of St. John's, N. F.; James McCon-
nell of Sydney and John W. Hair of
Saskatoon.

position ceases to be a contributing factor to the restoration of activity in business or confidence, because of his inability, due to the cutting off of his income, to make purchases, while the individual who has been permitted to retain his position feels it necessary to husband his resources because of the prospect of meeting, sooner or later, a similar fate.

"In a time like the present there is no reason to require that the worker alone should bear the burden of industrial depression. The employer should be willing to assume his portion rather than adding to the burden and delaying the arrival of prosperity by discharging help, reducing wages or giving indefinite leave of absence without pay to employees.

STIMULUS TO BUSINESS

"There is every indication that the American nation is rapidly passing from the period of depression to a period of unprecedented prosperity and at a time like the present, no employer is justified in considering himself a good citizen who fails to make the necessary sacrifice and assume his portion of the burden and responsibility.

"Courage and leadership are necessary and that it exists among certain of our citizens is gratifyingly apparent from developments during the past week.

"A conference with certain civic leaders held upon Thursday, revealed plans for the immediate future which will not only result directly in opportunities for employment for additional hundreds who are now without work, but through its stimulus to general business should aid largely in renewed confidence as to the future.

"The size and scope of the project, the details of which must be withheld for the time being, will draw the eyes of the entire country to Boston as a community that dares to go ahead when others hesitate."

Tercentenary Aerial Program Sept. 5-7 and American Legion Affair Oct. 6-9

MANY THRILLS IN STORE

All Facilities at Local Airport Will Be Open for Inspection by Visitors

Plans are well under way for the two biggest aircraft exhibitions ever seen at Boston, the Tercentenary aerial program September 5-7, and the air show in conjunction with the American Legion convention October 6-9. Both shows will provide continuous air maneuvers, but the American Legion program will be more spectacular.

All facilities at Boston airport will be open for inspection by Tercentenary visitors. Guides will show strangers about each hangar.

Dope and engine rooms, repair shops, operations offices, supply rooms, waiting rooms, meteorological and radio stations, the Army and National Guard headquarters with their parachute rooms and other sections will offer considerable interest.

The ground show will be featured by exhibition of different types of planes. These will be placed in the open spaces between the commercial hangars.

EXHIBITION SHIPS

In most cases, duplicates of the planes on exhibition will be available for long or short hops for any who wish to see what they are like in the air. Manufacturers of planes not based here regularly will be asked to send exhibition ships.

The first lighter-than-air craft to base at Boston Airport are expected to be there during these three days. Two small airships will doubtless attend, and the Los Angeles is being invited.

Smaller airships will be open for inspection while tied to the ground, and will make passenger flights. The presence of these airships will illustrate the need of a mooring mast and dirigible hangar being planned on Governor's Island.

"The three-day program is being planned as an exhibition of equipment, facilities and activities rather than as an air show or air races," said Capt. Albert L. Edson, airport superintendent and chairman of the aviation sub-committee in charge of the program.

THREE-DAY EXHIBITION.

"We want to attract as many as possible of those who have never visited the airport and who have not been here recently to acquaint

them with present facilities in order that they may take advantage of them.

"While activities from day to day often offer an extensive program in themselves, we will have continuous demonstration flying events in addition. The airport will be shown at its present maximum of civilized and service activity."

One of the three days will be devoted chiefly to Army and National Guard exhibitions. This will include formation flying, bomb dropping, exhibition of planes, message pickup work, puff target observations, tow target exhibition and photographic work.

"An exhibition of photographic work will be given by the 101st Photo Section, M. N. G.," said Capt. Edson. "This will consist of taking pictures around Boston from the air and of developing them in a photographic trailer to be placed on exhibition for the public.

"This should be of interest to show people how rapidly such pictures can be taken and developed if the occasion arises. There will be a race by Army and National Guard pilots over a three-lap course from Boston to Squantum, Boston Light and back.

"This event will show the advance of aviation during the past 20 years. In 1910 the first flight to Boston Light was made by Claude Grahame-White. It was then a remarkable feat.

"At the close of each day's program there will be parachute jumps by service men from Army, Navy or National Guard planes."

These will be the first parachute jumps ever made at Boston airport.

In the afternoon of September 6 it is proposed to dedicate a tablet in the administration building to commemorate the round-the-world flight by the Army in 1924. This is the anniversary of the first official landing of this flight in the United States at Boston airport.

Mayor Curley will dedicate this tablet and at the same time present prizes. A prize is to be offered for the concern putting on the best all around ground exhibit. Prizes of \$300 will be awarded for the best exhibition of formation flying among the Army, Navy and Guard.

On the evening of Sept. 7, the National Guard will put on an exhibition of night flying with three planes and the cooperation of the 211th Anti-Aircraft Co. of the First Corps Cadets. This latter outfit will set up a powerful searchlight on Boston Common to illuminate the formation above.



Capt. Edson

GOVERNOR AND MAYOR 'DAYS' AT HORSE MEET

Metropolitan Driving Club to
Present a Free Meet and
Horse Show This Week

Everything is in readiness for
the free race meet and horse show
to be presented

next Tuesday,
Wednesday and
Thursday at the
Brighton Speed-
way by the Met-
ropolitan Driv-
ing Club as host
to the other
member organ-
izations of the
League of Ama-
teur Driving
Clubs.

The Newark
club, known as
the Road Horse
Association of
New Jersey, has
shipped two car-
loads of horses to Brighton, the Old
Colony Driving Club has more than
a dozen good entries and the home
club has two barns filled with
horses.

One of the important races on
the extensive program is the 2.15
trot for the coveted League cup.
There is also a 2.15 special trot and
from the 22 entries received in this
class there will be a night-before
selection of those which compete
for the League trophy on Tuesday,
the opening day.

There also are free-for-all events
for trotters and pacers and two
stake events for trotting colts, in
which rich money prizes will be
awarded. The track is in first class
condition with a surface of clay
and the caliber of many of the
horses entered makes it appear
that the track record of 2.09½ will
be lowered before the meet ends.

JUNIOR HORSE SHOW

In addition to the racing there
will be a junior horse show on the
last two evenings, judging to begin
immediately at the close of the rac-
ing and to continue until darkness
falls.

There are 11 classes for each
night and about 50 mounts, includ-
ing many ponies, have been entered.
This show is unique in that it has
been arranged entirely by the
children of the district, who are
familiar figures in local horse
shows.

Miss Sally Scudder is chairman,
her sister, Betty, is secretary and
other committee members are:
Virginia Tol-
man, Mariorie



Mayor Curley

as prizes in each class. There will
be a special award for the best
pony in the show and it is expected
that Josiah P. Wescott will judge
this event while Miss Evelyn Brison
will judge the horsemanship classes.

The horses to be shown will be
quartered in the Harvard R. O. T.
C. stables near the Stadium and
will be saddled or hitched in a tent
near the show ring.

SEATS FOR 2000

The city of Newton has loaned to
the Metropolitan Club a portable
grandstand which will seat about
2000 and which adds greatly to the
seating arrangements at the track.

Tuesday has been designated
Governor's day, when his excel-
lency, Governor Frank G. Allen,
will be met at the Lars Anderson
bridge by Samuel Shaw driving a
four-in-hand coach, in which the
chief executive of the Common-
wealth will ride to the track, es-
corted by motorcycle police.

There he will be greeted by the
ladies of the auxiliary in Puritan
and other early American cos-
tumes.

On Wednesday it will be the
turn of Mayor James M. Curley of
Boston to ride on the coach and be
greeted by the ladies, while on
Thursday members of the metro-
politan district commission will be
the special guests.

Charles E. Stickney of Nashua,
N. H., has been secured as start-
ing judge for the harness events.
In the summary first places will
count four points, second horse will
be awarded two points and third
horse one. There is a valuable cup
for the club which scores the great-
est number of points.

Danforth, Jane
Baneroff, Vir-
ginia Heathcote,
Gloria Murphy,
Eleanor Ward,
Jack Lewis, F.
Harold Tolman,
Jr., Jack Tol-
man, George S.
West, Jr., Alex-
ander Pratt,
John Goode,
Richard Broder-
ick, Allan J.
Wilson, Jr. and
George Wilson.

The young-
sters have se-
cured sterling
silver trophies

CURLEY SCORES DISCHARGE OF OLD EMPLOYES

"Possibility of Reprisal by
Public Should Deter
Firms," Says Mayor

"INJURIOUS TO INDUSTRY"

Project Also Is Expected to
Stimulate Confidence in
the Future

Revelation of a plan by Boston
civic leaders to relieve unemploy-
ment and stimulate confidence for
the future was made yesterday by
Mayor Curley in severely criticiz-
ing employers who are discharging
old and faithful employees.

While the mayor did not disclose
details of the plan, he declared
that it was agreed upon in a con-
ference with the civic leaders on
Thursday.

He asserted also that:

"The size and scope of the pro-
ject, the details of which must be
withheld for the time being, will
draw the eyes of the entire coun-
try to Boston as a community
that dares to go ahead when
others hesitate."

The Mayor said in his statement:

"My attention has been directed
within the past week to a grow-
ing practice among certain con-
cerns in Boston of discontinuing
the service of competent em-
ployes, who, through years of
faithful and devoted service, have
worked up to sizeable incomes.

"INJURIOUS TO INDUSTRY"

"The possibility of reprisals on
the part of the public, were they
familiar with the process recently
introduced of discontinuing the
services of capable women
and men and replacing them
for no other reason than
the score of economy with
untrained and less compe-
tent persons, should deter in-
telligent leaders in industry from
pursuing this policy.

"The psychological effect upon
those still employed and who
tremble at their own prospects
when they find co-workers losing
their opportunity for a livelihood
in some line of activity to which
they have given their best during
a lifetime is injurious to every
industry in the community.

"The individual who is discharged

CURLEY SCORES INFLAMMABLE BUILDINGS AT CAMP DEVENS

Declares Bootleggers in Two States Outnumber Entire Regular Army—Two-Thirds of Coastal Fortifications Abandoned

Special Dispatch to the Globe

CAMP DEVENS, July 26—Addressing 1500 National Guard and C. M. T. C. soldiers here this afternoon Mayor James M. Curley of Boston evoked a roar of laughter and vociferous applause by declaring that the present strength of the Regular Army, something over 100,000, is "smaller than the total number of bootleggers in the States of New York and Illinois!

"And the scores of inflammable old wooden shacks, firetraps, in which you young men are forced to sleep at night reminds me of another thing. Two-thirds of all our coastal fortifications are now practically abandoned by the War Department, unmanned!

"When President Hoover comes to Boston this Fall as our guest I hope he can be induced as Commander-in-Chief to spare the time to inspect this cantonment. My automobile will be at his disposal," Mr Curley said. "And I am confident that Secretary of War Patrick J. Hurley, a great patriot for whom I have profound admiration, also will come.

Raps Sun-Dried Shacks

"Is there any valid reason why these sun-dried, inflammable old shacks are still forced to do duty after 13 years? Certainly a Nation like ours should find no difficulty in the way of providing adequate accommodations for splendid youth like you, upon whom it must rely in time of crisis. I tell you there is no way to justify this failure to build proper sleeping quar-

ters. Even paint is a stranger to them!

"Pacifists, internationalists and others with misguided ideas are largely responsible for this state of affairs. To be sure, there is much justifiable unrest among the people, traceable in large measure to the industrial depression which we, in common with Nations the earth over, are experiencing. But the pacifists and internationalists, of whom there are far too many among us, are addressing their arguments to the people with more and more force, taking advantage of this unrest. They find fruitful fields in the ranks of able-bodied men and women who, though ready and eager to work for a living wage, are denied the opportunity.

Favors Leave With Pay

"I have nothing but contempt for those leaders of industry who haggle with their employes and refuse to grant them leave with pay to attend these citizens' military training camps. Upon whom are we to rely in time of war? Fathers and mothers ought to visit this military camp oftener and in larger numbers, and many of them would change their minds about the necessity for training our young men to defend the Nation in time of peril. "War, like death, comes unannounced, and both are as certain in the lives of Nations and individuals as are day and night. We have no means of knowing whether we are to continue to follow the paths of peace."

Received at the cantonment entrance by Col F. G. Knabenshue and paraded behind a mounted cavalry band, the new where he reviewed the youthful soldiers, Mr Curley was given a flattering introduction to them by Col Daniel Needham. After the review, the Mayor presented to a score of the boys gold and silver medals won in yesterday's athletic meet on the cantonment.

The Mayor met the officers of the 101st Field Artillery, 110th Cavalry, 372d Infantry and 5th U. S. Infantry at a reception.

United States Senator David I. Walsh is slated to pay a visit to the camp Sunday—visitors' day. The 372d Infantry expects to entertain 5000 of their friends Sunday, July 27th.

O'BRIEN RAPS PARLEY, FOR ADVANCE PICKING

Tells Lowell Democrats Men Already Named

Other Candidates at Concord Rally of Tammany Club Members

CONCORD, Mass., July 26—The annual rally of the Tammany Club of Lowell was held here this afternoon at Strawberry Hill Manor.

Ex-Dist Atty Thomas C. O'Brien, candidate for Senator, declared that the Worcester parley candidates were already hand-picked, with John F. Fitzgerald for Governor and Marcus A. Coolidge for Senator. He warned of the wild orgy of spending money that is going on among the candidates.

Senate candidate Joseph F. O'Connell attacked Republican claims of prosperity.

Ex-Mayor Fitzgerald warned the Democrats to beware of the huge sums of money being spent by the Republican party to make trouble in the Democratic ranks.

Ex-Gov Eugene N. Foss declared that he is not a candidate this year, but he said he would accept the invitation to enter the Senatorial race on condition that 11 hats would be thrown into the ring, in order that his could be the 12th. He said that there is no such word as "harmony" in the Democratic vocabulary, and that Democrats must fight and fight hard to win, and by so doing cannot fail.

Peter F. Tague brought greetings of Mayor James M. Curley and Charles S. Murphy of Worcester, candidate for Lieutenant Governor, also spoke.

John J. Gilbride, president of the club, presided.

ROURKE SUGGESTS TIME-OFF PLAN

Money Saved to Give Idle Folk City Work

Public Works Commissioner Joseph A. Rourke today notified Mayor Curley that in order to help the unemployment situation it is suggested that time off be granted to as many employes of the Public Works Department as practicable and utilize the money saving for the employment of temporary workers, without additional expense.

Employment for at least 30 men would be made possible, according to Commissioner Rourke.

MAYOR APPROVES 22 TEMPORARY APPOINTMENTS

Mayor Curley today approved the temporary appointment of 13 roadmen at \$18 a week, and nine paving inspectors at \$200 a month.

POST 7/28/30

Of Tremendous Import Just Now

"Economists agree that investors can obtain a greater return for their building dollars today than has been possible in 10 years. The low price of materials, the increased efficiency of labor and low money rates make the present a more favorable time for proceeding with needed construction than we shall see for years to come. This condition is going to produce wealth for those who have sufficient vision to go ahead with needed improvements promptly.

"The same type of unselfish business statesmanship which has resulted in the development of the Park square section with its magnificent hotels and office buildings, the widening of Stuart street and other important arteries, and many other elements of a far-sighted plan of civic progress, is sponsoring this newest and most spectacular project.

"I have been prompted to make this statement in advance of a detailed announcement of the project because of my gratitude for the ready and substantial response which has come from my fellow citizens to my plea for a release of needed construction enterprises.

"It indicates that there is growing up in the minds of business leaders a sense of partnership with the men who work, and a determination to end as soon as possible the distress of those who have been deprived of work through no fault of their own, or who while at present employed tremble at future prospects founded upon the misfortunes of co-workers."

CHANGES IN LIGHTS EXPECTED

More Time for the Pedestrian Is Desired

As Boston's new traffic lights blinked away through the first few hours of their first week of service, Traffic Commissioner Joseph A. Conry and the engineers of the traffic commission were giving serious consideration to proposed changes in the system to favor the pedestrian.

AID PEDESTRIANS

Outstanding among the proposed changes is the readjustment of the timing at several points in the area now governed by the lights, so as to give the person on foot more time in crossing the streets at busy intersections. During the week numerous complaints were received from pedestrians saying that the time allotted them to get across the street, especially in the downtown section, was inadequate.

RECORD 7/28/30

Biggest of Office Buildings for Hub

The largest building project in Boston's history, including a monumental 40-story skyscraper covering an entire city block and larger than any office building in the world, and a 20-story Professional Arts Building, at an expenditure of \$30,000,000, was announced last night.

Boston financial interests, headed by W. J. McDonald, developer of the Park Sq. district, made the acts known. The general contract for the construction of both buildings goes to the H. K. Ferguson Co., of Boston, Cleveland and New York.

UTO PARKING AREAS

The announcement gives a tremendous impetus to the allied building trades and will provide employment for several thousand local workers.

The 40-story structure will be known as the New England Building and will cover the entire area bordered by Stuart and Dudley sts., and St. James ave. The Professional Arts Building will occupy the entire block in the rear of the Opley-Plaza Hotel, bounded by Dartmouth and Stuart sts., and Trinity pl.

Basement and sub-basement parking areas for autos will serve patrons of both buildings. The New

England Building will have a huge union bus terminal, which will link together all local and long-distance services.

OBSERVATION GALLERY

Towering to a height of 450 feet, the building will be crowned with an observation gallery 200 feet long, flood-lighted at night. In total space it will exceed the new Empire State Building in New York, but not in height. Its 40 stories will contain 20,000,000 cubic feet of floor space.

Plans will be ready for issuing of sub-contracts for construction by the Professional Arts Building by Aug. 1, and for the New England Building soon after Sept. 1.

The firm of Blackall, Clapp, Whittemore & Clark are the architects, with George Nelson Meserve as associate architect.

The trustees of the Park Square Real Estate Trust, including Chairman Gen. Edgar R. Champlin, Frederick J. Bradlee, V. C. Bruce Wetmore, Stephen W. Sleeper and John H. Johnson, were represented in the final transaction by J. Sumner Draper.

HERALD 7/28/30

ARRANGE GREETING FOR MAYOR OF BOSTON, ENG.

Typos Also Pay Tribute to Congressman Dallinger

Members of Boston Typographical Union 13, at yesterday's meeting in Kingsley hall, Ford building, empowered its executive committee to make arrangements for the entertainment of Mayor Reuben Salter of Boston, England, and Mrs. Salter during their visit here for the tercentenary exercises in September.

This action was taken by the local yesterday because Mr. Salter, the first labor mayor of Boston, Eng., was for years a printer, holding the position of day foreman in the linotype department of one newspaper, the "father" of the chapel in another and was at one time president of the Typographical Association of England.

A tribute was paid to Congressman Frederick W. Dallinger of Cambridge for his support of the new civil service retirement bill in a letter received from Columbia Typographical Union of Washington, D. C., which was read at the meeting and characterized Mr. Dallinger as a "real trade unionist" and a man who should be continually sent back to Washington for his assistance in forwarding humane legislation.

Installation of a bell at congested corners to inform the waiting pedestrian that it is his turn to go ahead is another matter which is being considered by the Traffic Commission. The establishment of such a bell was suggested to the commission by a Boston newspaper and also by Commissioner Joseph A. Rourke of Public Works.

In his statement, announcing the possible adoption of these changes, Commissioner Conry enlarged on the right of the pedestrian to every consideration.

Must Assure Safety

"The pedestrian is the one with money in his pockets who visits our stores and buys. He is the one who patronizes our cafes. He attends the theatre and other places of amusement. He must always be made welcome on the streets of Boston and his safety must be assured," he said.

The traffic commissioner also took advantage of the occasion to call upon the automobilists to keep moving. "The automobile must not be afflicted with any lingering disease. The automobilist must, by his example, encourage activity, but he must not be guilty of recklessness. If he will harmonize with the movement of the signal lights the motorist will be guaranteed safety to himself and other drivers and the pedestrian will be guaranteed safety in crossing the street."

It was announced yesterday, too, that the contractors laying the foundation for the new postoffice building in Post-office square had received the "No

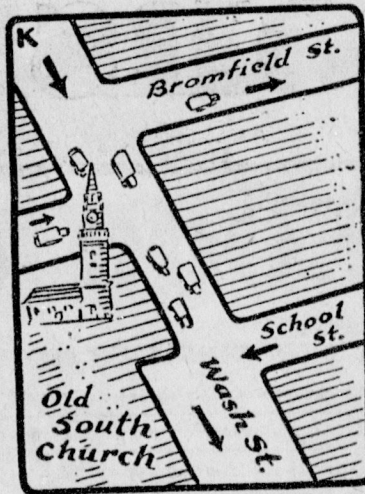
Conditions Here Far Different From Those in Some Other Big Cities—Continuous Education Necessary for Success

By JAMES T. SULLIVAN

Boston has started its first system of through traffic lights. It is too soon to predict the outcome, but the generally accepted verdict is that the lights will function successfully as people get used to them.

To expect that they will bring about the millennium in traffic is out of the question. Making comparisons between this city and systems in other places can not be done with any great degree of success.

Take New York and Chicago as examples: In those two cities one finds 5th av and Michigan boulevard very wide thoroughfares, with city blocks spaced equally distant. In Chi-



BOTTLE NECK SECTION

cago the boulevard is divided so traffic is moving in opposite directions at once in lanes of four each.

This allows for through traffic to make a fast sweep along. One may stand on the sidewalk and see for many blocks in either direction. Traffic is gaged to allow longer use of the main streets than the side arteries. It is similar in New York.

Boston Different

It is different here. Take Washington st: Here is a street with a bend near Boylston st, another in Newspaper Row, with the Old South Church jutting out like a lighthouse on a point, causing a bottleneck effect for Newspaper Row.

Now figure out the blocks. Boylston and Essex sts make dead ends entering Washington st in that section. West and Bedford, Temple pl and Avon with Summer and Winter sts are continuous.

But Franklin, Bromfield, School, Milk and Water sts do not meet. One has to reach State and Court sts for continuing traffic. Moreover, it is some distance from Avery to West on one side, and Hayward pl to Bedford on the other. Yet to Avon and Temple pl.

and from there to Summer and Winter is only about the same distance as the first long block.

It is a lengthy stretch, comparatively, to Bromfield st, and also Franklin, Milk and School sts are reasonable distances, but Water to State and then to Adams sq are short.

Tremont st has Boston Common on one side, so conditions of dead-end streets are not so serious. But there is a blocking of an outlet to the west. And two-way traffic there has its limits.

Zig-Zag Circles

With these streets failing to connect it means traffic has to make zig-zag circles trying to leave Washington st. For example, from Franklin to Bromfield st a driver must make an S turn.

It is the same story at Boylston to Essex and from School to Water st. Added to these factors is the most serious of all—the narrowness of Washington st.

Property is so valuable that it would cost enormous sums to widen the street. If the sidewalks could be widened in the shopping district it would be a help.

With the signals in operation now the big traffic tower at Summer and Winter sts will be removed. As a matter of fact it has been a sort of safety island, that has saved many persons from serious injury or death as they fluttered beside it a split second before a motor vehicle might have hit them.

When the holiday season arrives the lights will get their real test. With four months operation some progress will have been made in educating the public.

Last December motor traffic was restricted to a couple of lanes on Washington st in that section. It may have to be diverted or the signals slowed down this year.

Enormous Task

It is going to be an enormous job to educate people to obey the lights. For some to say that pedestrians will grasp their meaning quickly and stay where they belong is akin to saying the moon and stars might be made not to shine on a clear night.

Boston has had a traffic tower at Winter and Washington and Summer sts for a long time. Conditions are not much better today than when it was installed. With a great blare of trumpets the New York Police Commissioner announced recently that he was going to hale into court pedestrians that did not obey traffic lights.

A few weeks ago the writer spent some time watching conditions on 42d st, where intersections are made with 5th and 6th avs, Madison and Lexington avs, near the Grand Central Station. Between 5 and 6 o'clock the jams were on.

Did pedestrians obey the lights? They did not. Instead they marched into the middle of the streets between vehicles, and even congested things so that motor vehicles and street cars were blocked when they had the right of way.

Asking a policeman about the arrest crusade, he laughed and pointed to a mob, querying, "How many of us would be needed just to try to grab that group?"

Question of Arrests

There has been some talk about arresting pedestrians here for violating the light signals. Going back to

years, the writer recalls when such a thing was suggested to the Legislature. A bill had been drafted providing that people should cross only at marked spots, and at the direction of the uniformed officer.

Some question came up regarding the right of any city to pass ordinances governing traffic through a street commission or other body.

The late Police Commissioner O'Meara appeared at the hearing. He stated that he was not there to oppose anything the Legislature saw fit to do. But he gave them a word picture of what would happen in Boston most any time, especially in the holiday season.

Assuring the committee that the police would carry out the law and arrests would be made, legislators were asked what they would think on being called to Boston evenings to get out



CLEVELAND HAS ITS TROUBLES

of jail women relatives held for bail as traffic violators. That killed the bill.

Continuous Education

Also it is not so very long ago that the State Supreme Court, if the writer recalls the matter, handed down a decision that the pedestrian had the right of way on the highways, or something to that effect. It might be well to look up that decision. Damages have been collected when a motorist hit a pedestrian after getting a go signal from a policeman.

Education must be continuous. Eventually we may have to do as Cleveland does. At intersections where there are lights policemen are stationed. When the lights change the central policeman blows a whistle. Two policemen step to the sidewalks where lights are set against pedestrians and stretch out their arms as barriers. Anyone trying to break through is ordered back.

In Syracuse, if a person steps off a curb against a red light, whoever may be near hails the person and points to the light, signaling to return. They do it generally.

Meanwhile, traffic officials, policemen, motorists and pedestrians must cooperate fully. Criticism and suggestions from all classes will be given careful consideration. Having the taxpayers pay for the lights and

EAST BOSTON TUNNEL LAND DAMAGE OFFER

Many Owners Agree to Sum Not Exceeding 10 Percent More Than Assessed Valuation

An offer to accept land damages not exceeding 10 percent more than the assessed valuation was made to Mayor Curley today by many owners of property at the approach to the Boston end of the East Boston tunnel. The owners at the conference in the office of the Mayor represented valuations in excess of \$1,300,000.

The offer was made to dispose of their holdings if the tunnel project is put through. Several of those present did not take part in the

agreement, stating that consultation with coowners would first be necessary. Another meeting will be held at 10 o'clock next Wednesday morning.

Mayor Curley recently announced that the city would not go ahead with improvements until he arrived at some understanding in the nature of a "gentlemen's agreement" or what the property owner would be willing to take. The proposed East Boston traffic tunnel will cost \$16,000,000, of which \$4,000,000 is allowed for land takings.

CONRY FAVORS TRAFFIC BELL

Would Put It on Roads
Leading to Schools

"The audible signal has its advantages; a bell at congested street corners may be tried with advantage, and, with the opening of the school season bells might be installed on the streets leading to all schoolhouses," says Hon Joseph A. Conry, Traffic Commissioner, in a statement to the press this afternoon in which he points out that while the motorist has adapted himself as a rule to the new traffic signals, the pedestrian problem still needs attention. His statement follows:

"The public still is keenly interested in the operation of the traffic signal system. Motorists as a rule have adapted themselves to the turn of the light. The pedestrian, greater in numbers and always individual, still needs attention. Under the manual system, when the officer stood aloft in his tower, he was regarded as a delightful addition to the social life. A pleasant smile of greeting to all and if the belated individual found himself in the middle of the street he was politely ushered by the officer to the distant curb.

"With a mechanical system the personal treatment has vanished. The resolute face of the red light warns all to stop. When the soft yellow appears with the red it is a signal for the pedestrian to walk. He must move promptly. There is no kindly officer to yield to the laggard. It is now brought home to the pedestrian that he is part of the great business of the city and he must keep step with the movement of progress. The audible signal has its

advantages; a bell at congested corners may be tried with advantage.

"With the opening of the school season, bells might be installed on streets leading to all schoolhouses. If the people learn to walk by the bell in childhood the habit would remain through life. The city thrives by action."

PLAN HISTORICAL ARCH, FANEUIL SQ

For Tercentenary, A. L.
and K. of C. Decoration

At a conference of tercentenary and Legion officials with Mayor Curley today it was decided that the principal street decoration for the tercentenary, American Legion and Knights of Columbus conventions would be a great historical arch in Faneuil Hall sq.

Mayor Curley would not approve suggestions for smaller arches in various sections of the city, believing that one great arch in front of Faneuil Hall would be best. In addition there will be 40 ornamental columns in various squares in the downtown section of the city, among them Adams and Post-office sqs, Church Green, Boylston and Tremont sts and at the intersection of Arlington and Stuart sts and Columbus av.

The arch will be so designed that the principal figures will be changeable to conform to the character of the different public celebrations.

Tremont st will be converted into an "Avenue of States" and tercentenary decorations must conform with the plans of the American Legion.

CONRY TO ADOPT AMERICAN'S BELL IDEA

Audible Traffic Signals Favored for the School Areas and Congested Crossings

The Boston Evening American's suggestion for a warning bell attachment to the traffic light signals will be put into effect in schoolhouse districts and at congested corners, Traffic Commissioner Joseph A. Conry indicated today.

Commenting upon the proposal, he said:

"The audible signal has its advantages. A bell at congested corners may be tried to advantage. With the opening of the school season, bells might be installed at streets leading to all schoolhouses."

PEDESTRIAN NEEDS CARE

Of the psychological effect of the bell signal, he said:

"If the people learned caution by the bell in childhood, the habit would remain through life."

In a general discussion of the light system, Commr. Conry declared:

"The public is keenly interested in the operation of the traffic signal system. Motorists, as a rule, have adapted themselves to the turn of the light. The pedestrian, greater in numbers and always individual, still needs attention.

LIGHTS IMPERSONAL

"Under the manual system, when the officer stood aloft in his tower in the street, he was regarded as a delightful addition to the social life. A pleasant smile of greeting to all, and if the belated individual found himself in the middle of the street he was politely ushered by the officer to the distant curb.

"With a mechanical system the personal treatment has vanished. The resolute face of the red light warns all to stop. When the soft yellow appears with the red it is a signal for the pedestrian to walk. He must move promptly.

"There is now no kindly officer to yield to the laggard. It is brought home to pedestrian that he is part of the great business of the city and he must keep step with the movement of progress. The city thrives by action."

Democrats, On Harmony Bent, Face Discord

Factions for and Against Nam-
ing State Ticket at Worces-
ter Meeting

Favors "Fitzy"

Belief Prevails He Will Be
Selected to Run for Gov-
ernor or Senator

By William F. Furbush

Democratic leaders of the State, meeting today in Hotel Bancroft, Worcester, for a harmony conference, frankly were prepared for a program of discord and it was anybody's guess just what the conferees, totaling about six hundred, would work out to solve the many complications which have developed. The big question before the assembly was whether a State ticket should be selected by balloting or whether only names should be canvassed and the decision as to candidates be left to the voters at the primaries.

Opposition to the selection of a State ticket has unexpectedly been registered by former Mayor John F. Fitzgerald, original sponsor of a conference to bring about a racially and geographically balanced ticket. He declares that he, for one, "will certainly oppose any attempt to go back to the old convention system."

Fitzgerald's stand disturbed Chairman Frank J. Donahue of the Democratic State Committee, who took the position that, while the meeting was a conference only and not a convention, the conferees at least could suggest a ticket which in their judgment would be most likely to be successful if nominated.

In other words, the conferees faced two warring factions, with Donahue insisting on a conference-designated preference of candidates and Fitzgerald persisting that, as declared by Mayor Curley of Boston, he is the strongest candidate the Democrats can put up for governor, and that there should be no balloting today.

To support his position, Fitzgerald stated that he had received a letter from Senator David I. Walsh, who was to address the conference later in the day in

the interest of harmony, indicating that the senator takes a "positive stand against nomination of candidates at the meeting."

Plans for the conference have been attacked by former Governor Eugene N. Foss, who laconically stated that the word "harmony" does not appear in the Democratic lexicon, and favors allowing all candidates who aspire to any office to go before the electorate on the primary ballot.

Thomas C. O'Brien, one of the candidates for the United States Senate nomination has declared that he is in the race to the finish and will not abide by what he considers would be a plot to pick Fitzgerald for the governorship and Marcus A. Coolidge for the senatorship. Joseph F. O'Connell, another of the senatorial aspirants, also says he will refuse to abide by a conference ticket. Representative Roland D. Sawyer, also in the field for the senatorial nomination, is taking the position of watching developments.

As the conferees assembled, a strong movement was under way in the interest of former Mayor Andrew J. Peters as a gubernatorial candidate, and equal activity was being demonstrated in behalf of Joseph B. Ely of Westfield, who on Saturday came out flatly as a gubernatorial aspirant. Still another candidate for the nomination for governor is John J. Cummings of Boston, who does not look favorably on a conference-designated ticket.

Former Lieutenant Governor Edward P. Barry of Boston, who took out nomination papers for governor about a week ago, has withdrawn his candidacy, explaining that his action was on the advice of physicians.

Opinion Favors Fitzgerald

As the hour for the meeting approached there was an almost general opinion that, if the conferees decided to follow the Donahue leadership and indicate a ticket preference, Fitzgerald would come out as the choice of the gathering, either for governor or senator. Previously, he has indicated that he would be willing to withdraw from the governorship contest and enter that for senator if the conferees so advised. This, it is understood, would be satisfactory to Chairman Donahue, who is understood to favor Peters as the strongest candidate to carry the banner for the Democrats against Governor Allen.

As neither Peters nor Ely cares to run for the Senate, there is expectation that they both will drop their gubernatorial aspirations if Fitzgerald is recommended as the man to pit his strength against Governor Allen. It also was the opinion of many of the conferees that both Mayor Curley and Fitzgerald would prefer Ely if they are obliged to choose between him and Peters for the governorship.

In the event that Fitzgerald comes out as the Senatorial preference there is some question of the reaction of Coolidge, though Chairman Donahue indicated Saturday that Coolidge presumably would abide by the opinion of the conferees. Messrs. O'Brien and O'Connell, however, insist that their names will be on the primary ballot and with such pre-registered antagonism to the selecting of a ticket the leaders are frankly worried over the outcome of the meeting.

How much discord will come out of harmony, is the question many of them are asking.

Few Property Owners Agree to City Terms

Willing to Accept Damages
Offered for Takings in
Tunnel Work

The task of obtaining agreements with owners of property to be taken for the construction of the East Boston tunnel was taken up by Mayor Curley today, in accordance with his decision of last week that no major improvements would be undertaken during his administration which carried the hint of court proceedings to determine the damages the city should pay.

Owners of property assessed at \$1,300,000 met the mayor in conference and agreed to accept offers ranging from the assessed valuation to a figure 10 per cent in excess, the mayor having decreed that the city would not be called upon to pay the 25 per cent overlay as sanctioned by law. This was an entirely new proposal and if it can be carried out will mean a substantial saving to the city, in view of the fact that \$4,000,000 of the \$16,000,000 available for construction was estimated to be required for property takings.

Owners of property with whom an agreement was not reached today were given until Wednesday morning to confer with other owners on the question of acceptance of the city's terms or the submission of counter proposals. At that time another conference will be held in the mayor's office.

"If we can arrive at an agreement which will obviate the necessity of litigation," said the mayor, "it will be the first time that this has been done in Boston on any large project."

Many times city officials have attempted to obtain pre-construction agreements on properties to be taken, but there has been little success. Practically every time the property owner goes to court the jury award is much higher than that made by the Street Commission or a group of expert appraisers has determined. The stimulus behind the mayor's present activity lies in the recent jury awards for the takings at Bowdoin square for the new fire station and in Adams square for properties needed for the widening.

There are approximately 150 parcels of real estate which must make way for the East Boston tunnel approaches. They are located in Dock square, North street, Hanover street and between London and Havre streets, East Boston. The Dock square block necessary to be taken will cost more than a quarter of the entire amount available for property takings, for its assessed valuation is \$1,078,000.

Friends Put Logan in Governor Race Again

By BERNARD J. DOHERTY.

Worcester, July 28—A new bombshell was thrown into the Democratic "harmony" meeting today when a committee from South Boston once more injected Gen. Edward L. Logan into the fight as a candidate for Governor. Logan, some time ago, had dropped out of the fight. As soon as he heard of the new move, ex-Mayor John F. Fitzgerald telephoned Mayor Curley in Boston, but was assured again of Curley's support.

Worcester, July 28—Whether Ex-Mayor John F. Fitzgerald of Boston likes it or not he must abide by the sentiment of the Democratic conference, Chairman Frank J. Donahue of the State Committee asserted today as the parley got under way.

Chairman Donahue asserted that the conference to decide on "best" candidate for Senator and Governor was Fitzgerald's own suggestion and "there wouldn't have been any conference at all if it hadn't been for Fitzgerald."

"I would be satisfied," said Donahue, "if a resolution were adopted that so-and-so would be the best candidate for Senator or Governor. I want to make it clear that there should be an expression of opinion."

"Fitzgerald must abide by the decision of the conference. He has got to accept his own child."

CANDIDATES ARE BUSY.

Just before the conference opened a series of "camp meetings" were held by various factions in an attempt to trade on candidates.

Most active were the supporters of Joseph B. Ely of Worcester,

whose conference-campaign offices were opened in a suite at the Hotel Bancroft. The supporters were lined up with the Worcester delegation on Ely for Governor and Marcus Coolidge of Fitchburg for senator.

Congressman William Granfield was to present Ely's name on the floor of the conference and it was to be seconded by John C. Mahoney of Worcester.

Chairman Donahue, before the conference, named the following committee on credentials:

J. Frank Facey, Cambridge, chairman; State Committee Treasurer, Charles F. Riordan, Sharon; Representative Thomas Smith, Fall River; Daniel F. O'Connell of Fitchburg, campaign manager for Coolidge; Charles E. Scott of Worcester; Arthur Goulart of New Bedford; former State Committee Chairman Charles R. McGlue of Cambridge, and Cornelius F. Cronin of Lowell.

FIGHT ON TWO POINTS.

Two distinct rows presented themselves as the conference opened. One was an indicated attempt to displace Donahue as permanent chairman of the conference and the second was a determination on the part of Fitzgerald followers to prevent a vote on the candidates.

Sentiment of the delegates was swinging to Marcus A. Coolidge, Fitchburg manufacturer and ex-mayor, for the senatorship.

The governorship, however, was still in the air, with booms on for Sherman L. Whipple, prominent Boston attorney; former Mayor Andrew J. Peters, and ex-Mayor John F. Fitzgerald.

DONAHUE TO FIGHT

The retirement of former Lieut.-Gov. Edward F. Barry from the governorship race was expected to be followed by a similar announcement from Roland D. Sawyer of Ware, candidate for senator.

Chairman Donahue was prepared to put up a vigorous fight for a showdown on the candidates. He had not retreated an inch from his previous stand that to bring men and women from all over the State to a conference called for the purpose of expressing preference on candidates would be nothing but a lot of "blah."

But despite Donahue's position many of the delegates were of the opinion that a vote would be avoided and that some expression other than a formal tally would be substituted.

"I do not deviate from my position that to have busy men and women come from all over the state for any other purpose than what the conference was called for would be an insult to their intelligence," said Donahue. "They are here to select the strongest ticket for the party and I feel that is what they will do."

PLEA FOR HARMONY

Donahue then took up the first business of the conference, that of naming a committee on credentials. No chances of a packed conference were being taken by the chairman. With the exception of the newspapermen, only those entitled to seats were being admitted.

A second committee to be appointed, that on rules, Donahue turned over to the conference itself. One of the features of the early happenings was the arrival of Rep. Thomas Smith, candidate for mayor of Fall River, who came from the American Legion convention at Williamstown to Worcester by airplane.

Senator David I. Walsh, the key-note of the gathering, was expected to take no part in the Donahue-Fitzgerald deadlock. The Senator was scheduled to discuss the issues of the campaign, with emphasis on the national situation followed by a plea for harmony in the ranks.

Partisans of both Donahue and Fitzgerald were figuratively at each others' throats. The Donahue adherents openly charging that Fitzgerald, after proposing the conference, had "run out" on the chairman.

BARRY TO QUIT

The Fitzgerald forces met this accusation by saying that the "Little General" never intended a conference of such make-up and that an attempt to put over a State ticket would be a violation of the direct primary law.

TRANSCRIPT 7/28/30

Two Shifts Planned on Postoffice Job

Word was received by Mayor Curley today, in reply to his request upon the Merritt-Chapman and Scott organization, that the maximum number of men should be used on the construction of the new Post Office building foundation, to the effect that the concern will co-operate with the city in the relief of unemployment.

The first major operation in the construction of the foundation for the new building will be the driving of sheet piling, which will be conducted on a two-shift basis. This will be followed by excavation, which, on account of the traffic congestion, will be handled on a two-shift basis at night. The placing of concrete probably will be carried on twenty-four hours a day, so that altogether the program, according to J. E. Middleton, assistant to the president, should utilize the maximum number of men.

SESSION MARKED BY UNCERTAINTY

Walsh's Speech Expected to Be Big Factor

By JOHN D. MERRILL

WORCESTER, July 28—The Democratic leaders were slow in gathering for their conference to be held here this afternoon, but as the hour set for the session arrived the crowd increased rapidly.

The question still is whether the conference shall select a State ticket and recommend it to the voters or shall merely discuss the men who want to run for office. Frank J. Donahue, chairman of the State committee, insists that the former course shall be taken. Others equally prominent are on the other side. Numerous consultations have been held in hotel rooms an elsewhere during the morning hours, but no one yet is certain about what will happen late this afternoon.

Ex-Mayor John F. Fitzgerald of Boston, candidate for Governor, was one of the late arrivals. Senator David I. Walsh did not appear until the conference began, but there is reason for believing that these and other prominent Democrats had been discussing the situation in secret.

Walsh Address Big Factor

Joseph B. Ely of Westfield, candidate for Governor, and Marcus A. Coolidge, candidate for Senator, spent the morning greeting their friends and talking over the situation, but they were as uncertain as the general public about what will take place this afternoon, at least they said they were. Much will depend on the address which Senator Walsh makes this afternoon.

One of the interesting persons here today is George F. Willett of Norwood. Gov. Allen's brother-in-law. Mr. Willett used to be a Republican, but a dozen years or so ago he became a Democrat, and now he is a candidate for the Democratic nomination for the State Senate from

the district now represented by Senator Wragg. The Republican majority in the district is very large, but Mr. Willett expects at least to reduce it and hopes to overcome it.

Ex-Mayor Edward W. Quinn of Cambridge, the Massachusetts member of the Democratic national committee, took part in many conference, public and private, but even he expressed doubt as to what would happen in this afternoon's meeting.

Fitzgerald Still Opposed

There has been no change overnight in the situation. Ex-Mayor Fitzgerald, who originated the plan for a conference, is still of the opinion that it would be almost suicidal for the conference to pick out a "slate." His original scheme was for a meeting of a few leaders and the various candidates, but he believes the gathering now contemplated too closely resembles a State convention without authority from the Democratic voters.

John Jackson Walsh of Boston, once the Democratic nominee for Governor, was the first of the former candidates for that office who appeared on the scene. He expects to take part in the afternoon discussion.

Mayor Curley of Boston is not expected. Unless the leaders agree on a course of action, a hot fight is expected as soon as the conference opens. In case the members decide not to select a ticket, the later proceedings will be of little consequence, but if they determine to pick a "slate" the candidates and their friends will have another contest on the floor of the conference.

Cummings May Attend

Ex-Dist Atty Thomas O'Brien and Ex-Congressman Joseph F. O'Connell, both of Boston and both candidates for the Senate, are not here and are not expected. They have several times stated they would not be bound by the action of the conference.

John Cummings of Boston, a candidate for Governor, has not arrived. At last accounts he was uncertain whether he would be here. He is not entitled to a seat in the conference but will be permitted to address it if he comes to do so.

Other candidates will have the same privilege, but most of them will rely on their friends. John F. Fitzgerald, however, will conduct his own case if there is need to do so.

60 RESIDENTS PROTEST TO STREETS BOARD

Rep. Finnegan, Councillor Fish and Others Battle to Protect the Tenean Beach District

Vigorous protest by more than 60 Dorchester residents, half of them women, was registered before the street commissioners at City Hall today against the petition of Max Lipson of 40 Broad st. for permit to store 20,000 gallons of gasoline at 77 Tenean st., Dorchester.

The site is 50 yards from Tenean Beach and because of this fact, objectors declared the gasoline tanks would be a menace to children and others frequenting the beach.

City Councillor Albert L. Fish, representing that district, led the protest, asserting that the gasoline would constitute a fire and explosion hazard.

No storage tanks for gasoline, he pointed out, are allowed along the South Boston beaches and they should not be allowed near Tenean.

Rep. Joseph Finnegan of the district placed himself on record as an opponent and said he was authorized by former Mayor John F. Fitzgerald and Cong. John McCormack, both residents of Dorchester, to place them on record likewise.

Patrick J. Connolly, president of the Dorchester Board of Trade, objected both for himself and his organization.

The petitioner, Lipson, declared that the tanks would not be a menace, as they would be constructed underground under supervision of the Boston fire department.

He said there would be no retail business and only one truck a day would visit the place to take on gasoline.

The commissioners took the petition under advisement.

POST 7/28/30

MEANS GREAT BOOM FOR HUB WORKMEN

Jobs for Thousands Is Promise of Promoters

Work will actually be started by Aug. 12 on a \$30,000,000 building project in the Park square district, to consist of a 40-story office building, said to be the largest office building in the world, and a 20-story professional arts' building to be devoted to medical and dental offices and clinics, according to announcement yesterday by a group of Boston interests, headed by W. J. McDonald, well-known real estate developer.

This project, referred to by Mayor Curley in a public statement, printed in the Post yesterday, will provide employment for thousands of Boston men, particularly those in the allied building trades and is expected to be a stimulant to further business development in and about Boston.

The larger building, which will tower 450 feet, is a remodeling and replanning of the New England building announced in 1927 by local financial interests, and will bear that name. According to Mr. McDonald, work will start on this structure by Sept. 15 at the latest, and the breaking of ground for the Professional Arts building, in the rear of the Copley-Plaza Hotel, will be begun almost immediately and in no event later than the middle of August.

In a few days the H. G. Ferguson Company of Cleveland, general contractors in charge of the work, will open a local headquarters and swing into the preparatory work. According to R. E. J. Summers, vice-president of the Ferguson Company, it will be the policy of the contractors "to secure all possible labor and material for our operations in the immediate vicinity of the work."

To Occupy 130,000 Square Feet

This will mean, according to the promoters, that most of the labor will be recruited in Boston and Greater Boston, and the construction of the buildings will act as the greatest boon to the city at a critical time.

The New England building, with statistics and details that exceed anything ever heard of in this section before, will occupy 130,000 square feet of ground space in the area bounded by St. James avenue, Stuart street and Berkeley street, with the Paine Furniture Company building as the eastern boundary line. The Professional Arts building will be situated on a site in the rear of the Copley-Plaza Hotel and bounded by Stuart street, Dartmouth street and Trinity place.

Great Progress on Plans

Mayor Curley paid a tribute to the initiative and vision of the promoters, and the announcement of the start of work on the project was extremely gratifying to the Mayor. It was pointed out by the Mayor and by the construction firm that the effects of such a project in construction are broader than those of an equal expenditure in any other field. Materials and services are supplied by hundreds of firms, who in turn must buy and work out raw materials before they can deliver their finished products.

According to the architects, plans have reached a state where invitations to bids for sub-contracts can be let within a day or two on the Professional Arts building, and within a month on the New England building.

HERALD 7/28/30

J. F. FITZGERALD GIVES UP IDEA OF DRAFTING SLATE

Says He Will Resist Any
Attempt to Ballot on
Candidates Today

NOT A CONVENTION,
BUT A CONFERENCE

Edward P. Barry With-
draws from Race for
Governorship

[Special Dispatch to The Herald]

WORCESTER, July 27—Former Lt.-Gov. Edward P. Barry tonight withdrew as a candidate for the Democratic nomination for Governor with the explanation that his physicians had urged this course. In a statement discussing other possibilities for the nomination, he said:

"The electorate have been fed up on Fitz. Ely is closely allied with the interests both power and money. Cummings lacks essential training and experience, though honest. Peters, although likely to be elected if nominated, is never as good a Democrat in office as the label would seem to indicate he ought to be."

Mr. Barry said Massachusetts is Democratic and wet and that candidates should be chosen with these points in mind and not according to geography, race or religion.

By W. E. MULLINS

One the eve of the Democratic harmony conference today at Worcester John F. Fitzgerald abandoned his original idea of calling together all the party leaders of the state to produce a balanced ticket for the November election.

He retreated before the criticism of Thomas C. O'Brien, Joseph F. O'Connell, Eugene Noble Foss and others who charged that the conference was framed in advance and that its actions would be a direct evasion of the primary law.

Mr. Fitzgerald's first idea was that if Senator Walsh, Mayor Curley and himself could agree on a ticket none could stand in its way. He was especially anxious to eliminate O'Brien and O'Connell. He obtained the support of Chairman Donohue of the Democratic state committee but failed to win the approval of Walsh and Curley. Walsh sent him a letter expressing vigorous opposition to any conference to name candidates.

On top of these developments, O'Brien charged Saturday at Concord that the real purpose of the conference was to agree on Marcus A. Coolidge of Fitchburg for senator and Fitzgerald for Governor.

Fitzgerald said last night he would be at Worcester today to resist any attempt to ballot on candidates, while Chairman Donahue is equally determined that the conference approve a slate of candidates. The opposition to the Donahue program appeared sufficiently strong last night to block it.

"CONFERENCE" NO "CONVENTION"

Fitzgerald said that he asked for a "conference" and instead was given a "convention." In a statement issued last night he described his position, but gave no idea of what he would have the conference actually accomplish. His statement follows:

"I expected to attend a conference at Worcester, not a convention to nominate candidates. In my statement three weeks ago I urged a conference of representative Democrats of the state to talk matters over so that the Democratic state ticket, when finally selected, would not be top-heavy, particularly from Boston.

"I think the results already accomplished have justified my position, all of which, however, will be nullified if the conference attempts to supplant the

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Contd

Mayor Fitzgerald originally proposed such a conference, and the State committee voted to hold it. It will not be held in the interests of any particular candidates, and I believe the majority of the conference will go to Worcester with open minds, actuated as I am, solely by the desire to recommend a ticket that will bring victory to the party.

"The Democratic party has not succeeded in electing a Governor in the past 15 years. It would seem to be time that the representatives of the party gathered together, considered the past defeats of the party, and adopted a course calculated to bring success."

Former Lieutenant-Governor Barry, in his withdrawal statement, reserved the right to support candidates other than those suggested by the conference. "Should the conferees exercise their best judgment," he said, "a choice of at least a half-dozen eligible men could be suggested to the voters who do the electing, and Massachusetts would be and remain a Democratic State this fall and for years to come."

"If the conference endorses the proper men, every power I possess will be behind them. The electorate have been fed up on Fitz; Ely is closely allied with the interests, both power and money; Cummings lacks essential training and experience, though honest, and Peters, although likely to be elected, if nominated, is never as good a Democrat in office as the label on the ballot would seem to indicate he ought to be."

Barry laid his withdrawal to ill health, and stated that his physician informed him that it would cause a physical breakdown if he campaigned at this time.

GLOBE 7/28/30

JUDGE DENIES MANDATE WRIT

L. L. J. Marshall Wants to Tell Governor-Sq Plan

Judge Wait of the Supreme Judicial Court today allowed Louis L. J. Marshall a good deal of latitude in explaining the reason why he had brought in the Supreme Court a petition for a writ of mandamus to compel Col Thomas Sullivan, chairman of the Transit Commission, and Traffic Commissioner Joseph A. Conry to allow Marshall to show how grade crossings may be eliminated in Governor sq, rendering the extension of the Boylston-st subway unnecessary and saving the taxpayers of Boston several millions of dollars. Judge Wait told Marshall that there was nothing the court could do for him, and dismissed his petition.

Marshall told Judge Wait that he had been denied an opportunity to see Col Sullivan and Mr Conry, and that he failed in his efforts to talk with Gov Allen, Police Commissioner Hultman and Supt Crowley to explain his scheme to them.

Marshall asserted that he has offered to direct all traffic through Governor sq, eliminating all grade crossing now existing without holding up a single vehicle and without crossing the tracks of the Boston Elevated Railway in Governor sq.

GLOBE 7/28/30

CITY WILL RUN OFF DELAYED PAGEANTS

Tercentenary Program in Full Swing This Week

Two Events Scheduled In Franklin Park, Three on Common

TERCENTENARY EVENTS SCHEDULED FOR TODAY

Boston—Boston Common, at Tercentenary Tribune, 8:30 p m. Musical program by American Institute of Normal Method, 200 voices. Speedway, Brighton, metropolitan concert, Stewart's Boston Band, 7:30 p m. "Arbella," Gov Winthrop's flagship on exhibition at Charles River Basin, foot of Revere st, 10 a m to 10 p m, admission 25c.

Holden—Old folks' concert, 8 p m.

Kingston—Maj John Bradford House, 1674, open 9:30 a m to 5:30 p m, admission 25c.

New Bedford—Historical parade; boxing bouts; cruiser Cincinnati and destroyers Gilmer and Fairfax making visit through July 29.

Rutland—Reproduction in Town Hall of first town meeting, which was held the last Monday in July, 1722, 8 p m.

Salem—A Colonial village at Forest Park; reproduced 17th century home as hospitality center, also a Colonial store in operation; Puritan and later Colonial costumes, documents and antiques, at Essex Institute.

Springfield—18th century Colonial village, with reproduced manners and customs; at Exposition Grounds (West Springfield).

After the delay caused last week by the showers, the Tercentenary Pageant program of the Boston Park Commission will get under full swing this week with two programs on Franklin Field Playstead and three on the Boston Common.

The much delayed opening of the Franklin Park series will be held on Tuesday night when Alexander Brin, as chairman, starts the activities at 8:30 in the evening.

Ex-Mayor John F. Fitzgerald will deliver the address at this meeting which in many particulars will be similar to that presented on the Boston Common "Mayors' Night."

Mrs Eva Whiting, chairman of the Tercentenary Pageant Committee, has arranged for the Liberty Chorus to give its patriotic selections, and for the 1st Corps Cadets Band to furnish the music.

The Liberty Chorus is made up of voices from the choirs of St Paul's Cathedral, Trinity Church, St Joseph's Church, Dudley Street Baptist Church and the LaSalle Summer School of Music. Under the direction of Francis Findlay, instructor and director of Public School Music at the Conservatory of Music, this chorus has made great headway.

To Present Tableaux

George H. Beaulieu will present a series of six historical tableaux touching the high lights in the history of this country and the world, and Kenneth Berry will act as interpreter for them.

The complete program follows:—Overture, Light Cavalry, Suppe, by 1st Corps Cadets Band; "Pilgrim Chorus," Tannhauser by Liberty Chorus; Chairman, Alexander Brin; "God of Our Fathers" by Liberty Chorus; "To Three O Country," by Liberty Chorus; address by John F. Fitzgerald; series of six tableaux; "Star Spangled Banner," by ensemble.

The Boston Common pageants will open on Monday night with a musical program to be given by the American Institute of Normal Method. Once again Francis Findlay has brought out a splendid chorus of more than 200 voices which will entertain with a mixed program of new and old songs.

Wednesday night on the Common will be Navy night, and the Charlestown Navy Yard will send a detail of service men along with the Navy Yard Band.

Capt B. B. Wygant, head of the Department of Naval Science and Tactics at Harvard University, will be the speaker at this entertainment and will act as the Navy Yard representative for Admiral Louis Multon.

A series of tableaux arranged and directed by George Beaulieu of the Community Association of Boston, will be included in the program and about 25 service men will enact the scenes.

Jewish Program Friday

One of the best programs to be presented on the entire schedule will be given on Thursday night at Franklin Park Playstead. At that time an all-Jewish musical program will be offered, with such contributors as Henry Gideon, the noted Jewish conductor; Louise Bernhardt, contralto soloist, and Morton Bowe, tenor at the Metropolitan Theatre. The entire program has been arranged by the Jewish Tercentenary Committee, with the assistance of Mrs White.

The entire broadcasting program of WEEI has been enlisted for the Friday night program on the Common, and the orchestra of that station, with Will Dodge directing, as well as the combined radio artists who broadcast over WEEI, will entertain. The Edison Male Quartet, Frances Foskette, soprano, and John Herrick, tenor, will be featured in musical numbers in this program.

Post 7/28/30

WILL ENDORSE NO CANDIDATE

Democratic Meeting in Worcester Today Not to Act—Barry Re- tires From Governorship Race

More than 900 Democratic leaders in this State will meet in the Hotel Bancroft in Worcester this afternoon in the first pre-primary conference ever held by the party to "suggest" a State ticket for the coming primaries. The meeting, which promises, in spite of recent pot shots at it by office-seekers and former office-holders, to be a successful conference, will start at 2 o'clock under the direction of Frank J. Donahue, chairman of the State committee.

Announcement that Senator David L. Walsh would be at the conference, but would decline to indicate his preference in the matter of candidates for Governor and United States Senator, was made last night from Clinton, where Senator Walsh spent the night. In view of his attitude it is not likely the conference will vote any preference.

ATTACKS O'BRIEN

Other important developments were the withdrawal of his candidacy for governor by Edward P. Barry, former Lieutenant-Governor, and a statement by Chairman Donahue in which he took to task former Governor Eugene N. Foss and Thomas C. O'Brien, candidates for the senatorial nomination for their recent statements scoring the conference plan.

Donahue charged that on two occasions Foss repudiated the party ticket and declared that the former Governor "exhibits a cast iron gall when he attempts to advise the Democratic party." Donahue asserted that Foss was a hand-picked candidate for Congress in 1902, and that in 1911 and 1912 the entire ticket which he headed was selected by party leaders.

As for O'Brien, who charged the convention was "packed" for Coolidge and Fitzgerald, Donahue explained that O'Brien gave a "thoughtless statement" made when he was unduly excited over being heckled.

Whatever the conference produces it is certain that it has aroused a great interest among the members of the party throughout the State. Leaders from Senator Walsh down to Selectmen

in the various towns and chairman of ward committees in the cities, will attend in an effort to apply some sort of weeding-out process to the heavy field of candidates for the major offices.

A committee on credentials, to be appointed this morning, will be at the Bancroft Hotel at noon, when the first of the delegates is expected to arrive, and each of the leaders will be checked off as they appear. Chairman Donahue expects the meeting to get underway promptly at 2 o'clock and to be completed in a short time.

In telephone conversations with Democratic leaders, Senator Walsh in Clinton last night made it clear that he was in favor of the conference and did not consider it a substitution for the direct primary system. He stated that he believed that either party can best settle the problem of a ticket through a direct vote. He was besieged throughout the day by telephone calls from leaders who sought his guidance at the conference.

Walsh to Urge Unity

Senator Walsh, without taking a stand for one candidate as against another, will urge unity in the party and point out that under present conditions the Democrats of Massachusetts have the greatest opportunity in their history.

Former Mayor John F. Fitzgerald, original proponent of the conference, issued a statement last night, strongly decrying any possible move to make nominations for office at the conference.

"I expect to attend a conference at Worcester tomorrow," he stated, "and not a convention."

"In my original statement of three weeks ago, in which I suggested this meeting of Democratic leaders, I urged the conference as a means of talking matters over, so that the Democratic ticket when prepared, may not be too heavy with candidates from any particular section—especially from Boston."

"All the results of the conference will be nullified if this conference becomes a convention at which the leaders make attempts to nominate persons for office."

"I believe that if Boston attempts to observe a spirit of fair play in the conference the situation will be cleared and matters improved. I, for one, would very much dislike to see an attempt to substitute any convention for the direct primaries."

"Senator Walsh is of the same opinion in this matter as I, as he has already stated in a letter which I have received from him."

Cummings' Statement

The following statement was issued last night by John J. Cummings, candidate for the nomination for Governor:

"Mr. Fitzgerald's statement is a confession that the sinister group which planned to put over a slate at Worcester has surrendered before the increasing criticism that a deliberate evasion of the direct primary was contemplated."

"But, even without this abject about face, the Democratic voters would unmistakably repudiate such a conspiracy."

"As for Mr. Barry, I regret that his doctors have forbidden him to enter this contest in which he had every right to qualify and I am glad to note his determination to do everything possible to aid the ticket selected, not at Worcester, but at the Democratic primary."

The Donahue statement in regard to the activities of Foss and O'Brien, was as follows: "Ex-Governor Foss exhibits a cast iron gall when he attempts to advise the Democratic party. Governor Foss, when he ran in the 14th district in 1909, was a hand-picked candidate; he was the selection of the delegates of a convention in 1910 and his nomination put over by party leaders. In 1911 and 1912 the entire ticket which he headed was selected by the leaders of the party."

"Governor Foss' pretended solicitude over the position that he is fearful Senator Walsh may be placed in, is amusing. He was not solicitous about Senator Walsh in 1913 when, after having been honored by the Democratic party with three terms as Governor, he became an independent and tried to defeat Senator Walsh at the polls."

To Ascertain Sentiment

"Governor Foss repudiated Senator Walsh then as he did Governor Smith in 1928."

"The Democratic party can get along very well without any advice from ex-Governor Foss. Foss has joined the forces of the few who are trying to make it appear that this conference of representative Democrats is destructive of the direct primary."

"It is a conference only, and not a convention, and can no more than suggest to the voters a ticket which in the judgment of the conferees will be most apt to be successful if nominated."

"In Gov. Foss' time, four or five leaders got together and selected the candidates. Today all we propose is to ascertain sentiment throughout the State and then obtain an expression of that sentiment. The conference cannot nominate and can't prevent anybody from being a candidate, but should serve as a helpful guide to the Democratic voters."

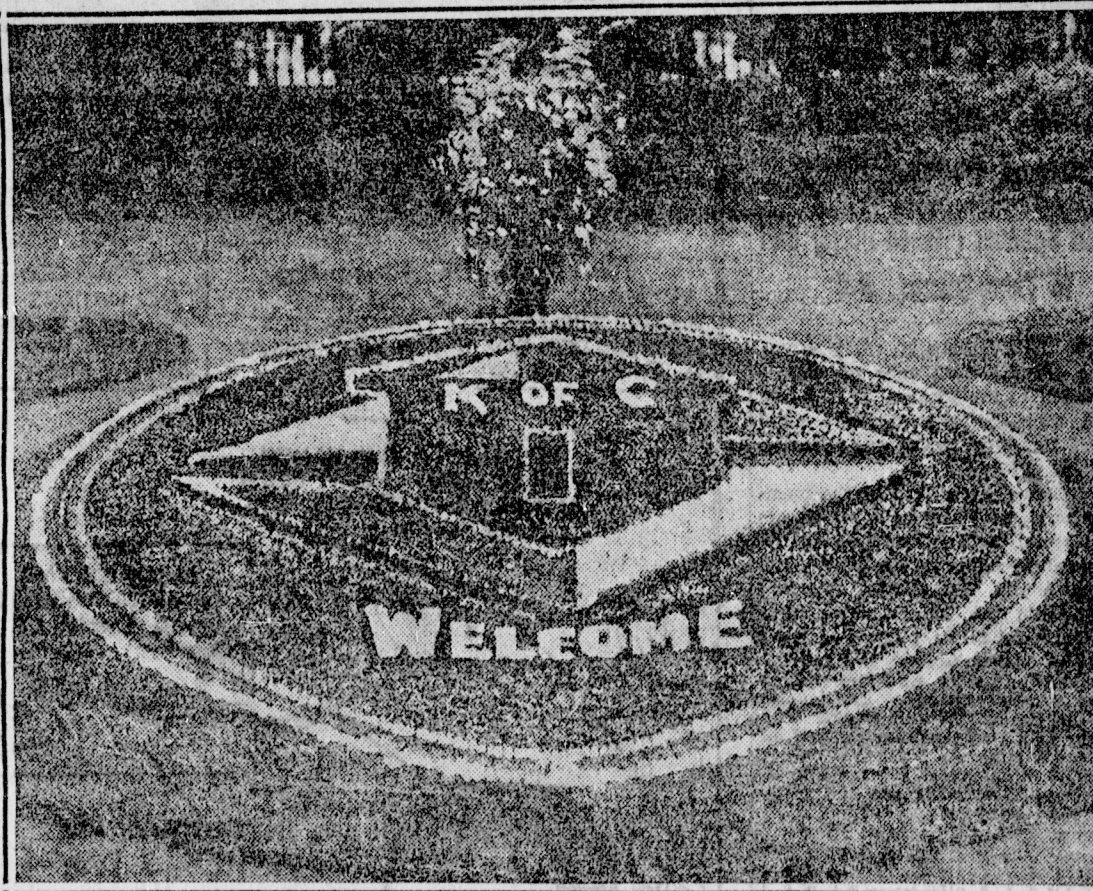
"Mr. O'Brien's charge at Concord yesterday that the conference would be packed for Fitzgerald and Coolidge, was, I feel, a thoughtless statement made when the candidate was unduly excited over being heckled."

Makeup of Conference

"The State committee, representing all parts of the Commonwealth, decided upon the groups which should make up the conference. Various members proposed inviting different groups and as a result the conference will be made up of all the Democratic members of the Legislature, the members of the Democratic State committee, Senator Walsh, Congressmen Connery, McCormack, Douglass and Granfield, Mr. Powers of the Governor's Council, all the Democratic mayors in Massachusetts, all the Democratic members of the various city governments, all the Democrats in the State who hold the office of selectmen in the towns, and the chairmen of every city, ward and town committee in the State, as well as all the living former Democratic candidates for governor."

"I do not know how a more representative group could be chosen."

K. OF C. FLORAL EMBLEM AT PUBLIC GARDEN ATTRACTIVE



K. OF C. FLORAL EMBLEM AT PUBLIC GARDEN

Boston presents many attractions for the visitor at this season, particularly during the tercentenary observance, but none more beautiful or effective than the floral display at the Public Garden. While the beds of rare plants and flowers, with which the beauty spot abounds, are viewed with admiration by thousands of persons each day, of special interest are the emblematic beds which have been laid out by the city of Boston as a tribute to the organizations which are to hold conventions here during this Summer.

The latest and one of the most effective of these, completed within the past few days, is that containing a replica of the Knights of Columbus emblem as an attraction to the thousands of members of the order and its friends who will flock to Boston during its 48th annual convention, to be held at the Hotel Statler, Aug 19, 20 and 21. This magnificent display is located on the Beacon-st side of the Garden near the corner of Arlington st, in close proximity to the George Robert White memorial. The bed is on an incline, 19 feet deep by 17 wide, and is attracting much attention. Just below the emblem the word

"Welcome" stands out boldly. In the fashioning of this beautiful display the gardeners of the Park Department have used many rare and distinctive plants, including alternanthera, echeveria, haworthia, lobelia, pachyphytum, pilea and sedum.

Mayor Curley, who has been largely instrumental in bringing many of the conventions to Boston, has taken a particular interest in the success of the coming meeting of the Knights of Columbus, as he is a member of Shawmut Council, and the honorary vice chairman of the executive committee.

He has written the following greeting and invitation to the members of the order and their friends to visit Boston during the week of the convention:

"New England hospitality is as proverbial as the latchstring which adorned the log cabin doors of Boston's early settlers, through whose penetrating vision and dauntless courage this great country was wrested from the wilderness. The latchstring is still the symbol of a hearty welcome to all who visit Boston, and it hangs within the reach of all who come our way, as it did 300 years ago.

"New England hospitality is more than a formal greeting and a smile of recognition; more than a cordial hand-

clasp and an expression of friendly interest, more than a desire to display the social amenities due the passing visitor. It is something that comes from the heart.

"New England hospitality is a reflection of the sunshine that fills our souls; it is an overflowing of the emotions that rule the hearts of men and women who have pride in themselves and in their achievements; it is the longing to share with the stranger within our gates all that we have and all we hold dear. That's New England hospitality.

"Share with us, while you are here, the inspiration that comes from intimate association with the shrines of American independence. Visit the home of Paul Revere, who rode to warn the countryside that the British were coming; the old North Church, from whose belfry flamed the light which sent him on his way; the Old South Meeting House, the site of the Boston Massacre, Bunker Hill, Faneuil Hall, Lexington Green, where the Minutemen engaged the enemy in combat; the old battle ground at Concord, and 100 other places of equal interest.

"Take them away with you, in spirit at least, and enjoy the thrill of possession, for they represent to you a heritage from a noble ancestry."

elevators, two for freight and one for the use of postal, telegraph and building employees, a feature which will contribute to efficient general elevator service.

POLISHED GRANITE

The office building proper will lift in set-backs with large open courts on its four sides to the main tower, which starts at the 15th floor area 100 feet by 214 feet. The tower will rise with strong vertical lines and minor set-backs at its top to the 38th floor, where it will be crowned by a domical roof motive of aluminum. The 39th floor will be an observation platform. Set-backs are to be landscaped with shrubbery to provide a pleasant outlook for the occupants of the upper floors.

The base of the building will be of polished granite in black and rose; with upper portions of variegated limestone and gray brick. The lofty vertical spandrels of aluminum and bright steel will be picked out in gold and color.

The tower will be floodlighted with white and colored lights which will make it a feature of interest by night as well as by day. Some idea of the relative magnitude of the building is obtained from the round number estimate that it will house about 15,000 persons each business day.

ARTS BUILDING

The Professional Arts building, which will be for the service of the medical profession and allied interests of Boston and New England, will occupy the site on Stuart street between Dartmouth street and Trinity place. It will contain 20 stories above ground and two below and rise to a height of 250 feet. The upper stories of the building will contain a small clinical hospital for minor operations. This will be used exclusively for the service of surgeon-tenants of the building. It will contain up-to-date quarters for patients and nurses, laboratories facilities, operating rooms, solarium and exercise rooms. The doctors' offices will extend down to the second floor and will be well ventilated and so designed as to permit of varied subdivisions to suit individual needs. They will be furnished with mechanical equipment to serve all needs. They will be furnished with mechanical equipment to serve all needs of doctors and dentists.

The first two floors will be occupied by drug and medical appliance and supply stores and a restaurant.

LARGE LOBBY

Entrances are placed on each of the three surrounding streets and lead to an ample lobby which is furnished with a large lounge for visitors and an information desk with a telephone exchange which is to give day and night service for the tenants of the building, making connection possible with them at all times.

The lounge is furnished in the manner of a hotel lobby and has retiring and smoking rooms in connection therewith. Over this lounge on the second floor is the doctors' lounge which also contains a medical library.

A ramp entrance from Trinity place will serve the upper and

Architect's Drawing of Giant Building



Above sketch shows how the proposed 40-story skyscraper and 20-story Professional Arts Building will look when completed at a cost of \$30,000,000, according to announcement made last night by Boston financial interests.

lower basements. The lower basement will be used for parking of tenant's cars. Visitors' cars will be cared for by attendants, who will place them in a nearby garage and deliver them at the building entrance when wanted.

The exterior of this building will be of polished granite at its base. Upper walls will be of limestone and brick and the roof of aluminum.

"COSTS ARE LOWER"

At his office in the Metropolitan building, W. J. McDonald said:

It is very gratifying to me and to my associates who have been working so long to bring this development to realization to be able to give the word to go ahead. It is fortunate for us, too, that we are able to proceed with actual construction just at this time.

Building costs are lower than they have been for 10 years or more, labor is plentiful, and willing, and financial terms are favorable. Others will do well to make use of the opportunity.

We have given a great deal of thought to the layout and arrangement of these buildings, in an effort to make them the outstanding buildings of their type in this country and also most attractive and convenient for the thousands of persons who will use them daily. Located in the path of Boston's logical growth, they will undoubtedly give added impetus to the continued progress of New England.

"NAVY NIGHT" EXERCISES ON COMMON WEDNESDAY

"Navy Night" will be observed next Wednesday evening with a program of exercises on Boston Common. The Navy Yard Band will play, Mayor James M. Curley's celebration committee will present a series of tableaux and an address is to be delivered by Capt. B. B. Wygant, instructor of the R. O. T. C. at Harvard.

2d Largest Office Building In World to Have Base- ment Parking

N. K. FERGUSON CO. GIVEN CONTRACT

Professional Arts Will Be Started First—McDonald Sponsors Plan

Plans for a \$30,000,000 project which will bring to Park square the second largest office building in the world and also a building for medical, surgical and dental offices of Boston professional men, providing employment for thousands of men, were announced yesterday by W. J. McDonald, prominent in the development of the Park square district.

The principal project will be a 40-story structure to be known as the New England building, which will cover the entire area bounded by Stuart and Berkeley streets and St. James avenue, now used as a parking space.

Near it, occupying the entire block behind the Copley Plaza Hotel bounded by Dartmouth and Stuart streets and Trinity place, will be the Professional Arts building, planned as a downtown headquarters for professional men and clinics as well as drug supply and equipment companies serving the professions.

CONTRACT AWARDED

The general contract for the construction of both buildings has been awarded to the N. K. Ferguson Company of Cleveland, Boston and New York, Mr. McDonald announced. The architectural firm of Blackall, Clapp, Whittemore & Clark, with George Nelson Meserve as associate architect, are at work on the detailed plans and specifications.

A week from today a conference will be held at the offices of Mr. McDonald to decide the advisability of working both night and day, not only to speed construction, but to provide more work to relieve unemployment.

It is understood that the New England building will cost more than \$20,000,000 of the \$30,000,000 total, although a single general contract was awarded for both structures.

Work will be started first on the Professional Arts building, which should be completed in about a year. The general contracting firm will award sub contracts next month and in September sub contracts will be awarded for the construction of the New England building, which will be finished in about a year and a half.

The announcement of the general plans was as follows:

"Building will begin as soon as detailed plans and specifications can be completed.

"J. Sumner Draper represents the trustees of the Park Square Real Estate Trust, comprising: Chairman, Gen. Edgar R. Champlin, Frederick J. Bradley, V. C. Bruce Wetmore, Stephen W.

Sleeper and John H. Johnson.

"Surpassing in size all office buildings here or elsewhere now in use, the New England building as planned will contain 20,000,000 cubic feet of space and will lift the domed contours of an aluminum roof to a height of 450 feet from the ground. At the top will be an observation platform 200 feet in length. At night the building will be illuminated with white and colored lights. It is estimated that at least 15,000 persons will be able to make it their place of business.

"Plans include elaborate provisions for parking motor cars in the basements and sub-basements of both buildings, and in the New England building, the largest union bus terminal in the Northeast will link all local and long distance bus lines with the Boston subway system through direct underground passages to the Arlington street subway station, Hotel Statler, the Paine Furniture Company building and a large basement taxicab station.

"When it is completed the New England building will be second in size only to the Empire State building, now in process of construction on the site of the Waldorf-Astoria Hotel in New York under the leadership of former Gov. Alfred E. Smith.

"Due to the larger amount of ground surface which it will occupy, the New England building will offer more rentable floor space than the Empire State building. Its lofty height and tower-like form will make it an outstanding landmark of the Boston skyline.

"The announcement of the two buildings completes the development of the original Park square district. Coming at a time when the unemployment situation is acute, it will give a tremendous impetus to the allied building trades throughout New England, and as an outstanding event of the tercentenary year."

AID TO UNEMPLOYMENT

R. E. J. Summers, vice-president of the H. K. Ferguson Company, general contractors and consulting engineers for both buildings, and Walter J. Aring, chief of the Ferguson Company's commercial division, handled the negotiations for their concern. Mr. Summers said yesterday that several thousand men will be employed directly on the work.

"Of course," he said, "the effects of such a large expenditure in construction are far broader than those of an equal expenditure in any other field. Materials and services are supplied by hundreds of firms, who in turn must buy and fabricate raw material before they can deliver their finished products.

"It is always the policy of our company," he declared, "to secure all possible labor and material for our operations in the immediate vicinity of the work. We are happy to have had a part in bringing about the realization of this great forward step for Boston, at a time when employment is greatly needed."

Blackall, Clapp, Whittemore and Clark, the firm of Boston architects which has designed the structure, is rushing final working drawings to completion in co-operation with Ferguson engineers. According to a statement from their office, plans will be ready for issuing of invitations for sub-contractors bids on the Professional Arts building by Aug. 1 and on the New England building soon after Sept. 1.

CURLEY PLEASED

Following so closely on the stirring appeal of Mayor Curley to the business and financial leaders of Boston to release needed construction projects, the announcement of this vast program is extremely gratifying to City Hall.

To quote from a preliminary statement from the Mayor's office yesterday: "It indicates that there is growing up

in the minds of business leaders a sense of partnership with the men who work, and a determination to end as soon as possible the distress of those who have been deprived of work through no fault of their own."

James F. Clapp of Blackall, Clapp, Whittemore and Clark gave out the following details concerning the design of the two buildings.

40 STORIES

The New England building will occupy the open space between St. James avenue and Stuart street on Berkeley street, in the heart of what is commonly known as the Park square district.

The size of this lot permits a building site 271 feet by 407 feet, with a private street 69 feet wide on its easterly side. Within the pyramidal envelope which is prescribed by the building ordinance, this site allows a building 40 stories high above ground and three stories below ground. It will rise to total height of 450 feet to the top of its roof motive and has a cubical content of 20,000,000 cubic feet. This permits a building mass which would be large for any city and unusually high for Boston, and which will constitute one of the outstanding landmarks of the city.

The first three stories of the building will occupy the entire site with the main entrances on Stuart street and St. James avenue and with two minor entrances on Berkeley street. The private street will be occupied by the covered stations provided for the buses of the Boston Elevated and other local and out-of-town bus service. These stations will give directly on the Union bus station which will occupy the lower part of the east end of the building. From there direct entrance is had to the lobbies of the building.

PARKING IN BASEMENT

On the first floor down from the level of the bus terminal will be a taxi stand, with accommodations for 30 or 40 cabs at one time, so that tenants and visitors will be able to take a taxicab without stepping out of doors. This will do much to relieve congestion around the building.

The basement parking facilities contained in this building will also be a great relief to congestion. So far as is known, these will be the first big city office buildings so equipped.

A subway connection will be provided from the Arlington street station of the Boylston street sub-

way to this station and building. This passage way will also connect directly with the Paine Furniture Company and the Hotel Statler. From St. James avenue ramps are provided furnishing access to the three basement stories of the building.

The upper basement will be used for express and taxi service, and the lower two basements for parking spaces, which will be sublet to the tenants of the building and furnish facilities for 1000 to 3000 machines. Other ramps will lead up from these basements and cut through the private street to Stuart street.

The first and second floors of the building are occupied by large lobbies, the bus terminal station and banking and store facilities. Access to the upper stories of the building will be furnished by 30 passenger high speed elevators. Two escalators and four sets of monumental staircases will extend from the basement to the third floor. There will be three service

Contd

GLOBE 7/29/30

to that committee by Mr Donahue. I know of no position in public life which is more burdensome and demands more sacrifice than the chairmanship of the State committee. Its shortage of funds persists. The sacrifice of time required is great. Mr Donahue is not infallible. He may make mistakes. All of us do. But in his heart of hearts he has no desire except the success of the Democratic party in Massachusetts.

"If I may say a word about the situation in national politics. The prestige of the Administration in Washington is at a low ebb. Its achievements have been negligible. The leadership of the Republicans is divided and there is no general enthusiasm among them. The President himself has displayed little qualifications for leadership.

"Added to that situation is an economic condition never paralleled in the history of the country. Whether or not Mr Hoover is responsible for it—and I am frank to say that I think he should not be held wholly at fault—the condition has arisen because of the past 10 years of Republican rule in Washington. They have acted on unsound economic principles and are now reaping the reward of what they have done.

No Remedy Offered

"Where during this crisis has the Republican party offered any remedy? Unemployment has gone from bad to worse. Distress is far-reaching, and I fear very much for the coming Winter unless conditions improve. The failure of the national administration to meet the situation deserves a rebuke, and it will be administered next November. It may be difficult, perhaps, to suggest a remedy, but there can be no justification of failure to admit the facts or to express sympathy for those who suffer. The ballot gives us the opportunity to offer our protest and in my judgment there will be a tremendous one next November.

"The duty of the Democratic party in Massachusetts is to nominate the best possible candidates for office and to nominate them on a platform which will be liberal, sound and progressive. The Democratic party here must give the Nation another Democratic Senator.

"We must not think Massachusetts is Democratic because it went for Al Smith in 1928. We must not think there is no need to work further or that we can nominate and elect anybody we please. Gov Smith received in this State two years ago the solid Democratic vote, and the great independent, progressive and the so-called intelligensia vote. And yet he carried the State by only about 17,000 votes. So there is necessity for caution, for sound judgment.

Nominations Important

"We must nominate men who can win. We may honestly differ as to who these candidates are, but those who called this conference believed it would be one way of meeting the situation. We must give the waiting voters the best we have.

"I have no choice of candidates. I am going to fight for whomever the Democrats nominate in the primary. I have no advice to give. But I recognize the right of Democrats in one part of the State to give advice to those in another part. Every Democrat has the right to make up his mind who will be the best candidates for Governor and Senator, and having made up his mind, can suggest those names to his fellow Democrats. The primary makes the nominations.

"Never before was there such an opportunity for the Democrats in Massachusetts, not only to elect the head of the ticket, but to elect the whole ticket. Victory is within reach, but we must nominate candidates who will appeal to the independent voters. And however much we may differ, let's be good natured. Let's respect each other's view point. We are here because we want to win. I am glad to be here. And whomever you nominate, you will find me fighting as ardently as I can."

Great enthusiasm was shown during and at the close of Senator Walsh's address.

Rules Committee at Odds

Then the conference proceeded about its business. John Jackson Walsh, chairman of the committee on rules, reported for that committee the regulations which it proposed. Most important was that no candidate should be recommended to the primary voters unless he had a majority vote of the members of the conference. Mr Walsh reported that two members of the committee, Mr Lawler and Mrs MacDonald, dissented from that particular rule. It was generally recognized that to our candidate for Governor two years ago. We do not want to dictate, but merely to express our preferences." Mr Murphy's reflection on the Boston Democracy plainly stirred up some feeling, and the end of his brief speech was drowned in hostile interruptions.

Sawyer Speaks for Primary

Chairman Donahue next recognized Representative Roland D. Sawyer of Ware, one of the candidates for Senator. He was received with loud applause. "This is not a question of courage," Mr Sawyer said, "but a question of judgment. The Democrats gave the primary to the State. Shall we now kill what we created? It would be a serious tactical mistake to indorse individual candidates, and might lead to defeat. The margin is small and we should do nothing to risk it."

Mrs MacDonald made a conciliatory speech in which she urged observance of the spirit as well as the letter of the primary law.

Strabo V. Claggett of Brookline, twice the Democratic nominee for State auditor, spoke forcefully in favor of the nomination of candidates. He boldly took up the question of race and religion. As soon as he began to speak about Catholics and Protestants, Congressman McCormick raised the point of order that Mr Claggett was not speaking to the question, but the chair moved the point not well taken, and Mr Claggett proceeded.

He called attention to the creation of racial cleavages in other States and expressed the hope that Massachusetts Democrats would not make such an error. "If you make up a ticket exclusively of one racial group you will go down to defeat. I want it to be known that there is room in the Democratic party for all creeds and races. How can you appeal to the young voters unless you convince them that that is the fact? This is the time to be tolerant."

Claims G. O. P. Represented

Mayor Murphy of Somerville was the next speaker. He said the Democratic party was not intolerant, as the nomination of Col. Gaston and Gen Cole for Governor had clearly shown. "I have seen here," Mr Murphy said, "the paid workers of the Republican party." Here he was interrupted by cries "Name them," "Show them to us," "Take it back," etc. "You'll find

their names easily enough if you will call for the credentials," Mr Murphy said.

Senator Robert E. Bigney of Boston argued the conference should not indorse candidates merely for the head of the ticket, but should recommend men for every place if it was going to undertake the task at all.

By this time the members of the conference had heard about all the discussion they cared to listen to, and when John H. Backus of New Bedford moved that the debate be closed the motion was carried almost unanimously.

Rising Vote Decided On

The next step was to decide how the vote should be taken. After conference with other members, Chairman Donahue decided that a rising vote should be had and that each member in order to be counted, must show his credential as he stood in his place. Because of the report of the committee and amendments which had been offered, the question was somewhat confusing, but Mr Donahue finally made it clear.

Most of the members had seats on the floor, but 100 or 200 were in the gallery. The task of the tellers was to count the "ayes" and "noes," see that every delegate displayed his credential when he voted. It was no easy job, but the tellers made their report which showed that the vote stood 255 for making nominations and 268 against. Then followed the incident in which Mr Elv played such a prominent part.

GRADE 7/29/30

Predicts Victory for Party If Right Candidates Run

By JOHN D. MERRILL

WORCESTER, July 28—The conference of Democratic leaders held here today decided, after a stormy session of three hours, not to recommend to the party voters a list of candidates for the primary.

That conclusion was reached after the matter had been discussed with such vigor and heat that at times a riot seemed under way.

There was one little fist fight in which Representative Richard D. Gleason of Boston took part, but on the whole the members of the conference, although a good deal excited, maintained their sense of humor.

Ely Stems Outbreak

There might have been more trouble if Ex-Dist Atty Joseph B. Ely of Westfield, a candidate for the nomination of Governor, had not made a conciliatory and persuasive address during a rollcall which was taken to determine whether or not the conference should indorse candidates.

Quite a long story must be told in order to lead up to that point in the proceedings. As has been said, there was a long debate on the question of voting for candidates, but at last the discussion was closed, and Chairman Frank J. Donahue, who presided at the meeting, called for a vote. He asked each member of the conference to show his credentials as he rose to take part in the standing vote.

Vote Is 268 to 255

The hall, the large banquet room of the Hotel Bancroft, was filled and there was great confusion, but the tellers counted as well as they could and reported to Mr Donahue that the vote stood 268 to 255 against voting on candidates. When the presiding officer announced the result, a great tumult followed.

Scores of men doubted the vote and the chair at last decided to have a rollcall. Each member was then requested to march down the center aisle, show his credentials and announce his role. The confusion and noise at this time was tremendous.

FITZGERALD DECLARES HE IS WELL SATISFIED

Ex-Mayor John F. Fitzgerald last evening issued a statement on the Worcester parley:

"I am pleased with the result," he declared. "There were some disturbances, largely created by those who were paid to attend the conference with Re-

publican money. But they were ironed out. And there were so many contacts made by representative leaders of the party that only good can result. We have 10 days now to figure the rest out."

When Mr Ely's name was called by Representative Hearn of Boston, who was conducting the rollcall, the former asked for unanimous consent to explain his vote. He had a fine reception and after a minute or two the crowd of 600 or more gave him close attention.

Mr Ely said that his friends had been kind enough to suggest him for Governor and that he had come to the conference favoring a vote on candidates. He had become convinced, however, that no vote taken under the prevailing conditions could carry any weight or do any good. It was apparent that sentiment was divided and that feeling ran high.

He thought that the selection of a "slate" under such circumstances would be a detriment to the party and so he had decided to vote, on the rollcall, against a selection of candidates in spite of the fact that he had voted the other way on the standing vote.

Fears End of Harmony

"This is supposed to be a harmony meeting," Mr Ely said, "but I am sure that anything but harmony would result if under the prevailing conditions we attempted to pick out a list of candidates. My vote now is for real harmony and smiles."

The members of the conference at once recognized the unselfishness of Mr Ely's position. The common opinion had been that the conference might indorse him for Governor, but that he would probably have a small chance of winning the nomination if he went into the primary without the backing of the conference.

In other words, his address seemed to destroy the only chance he had of getting the nomination.

The members of the conference, forgetting their differences, applauded him without stint, and Representative Hearn asked unanimous consent to withdraw the doubt which had been raised after the standing vote.

There was no objection and the original vote prevailed, namely, that the conference should not select a ticket.

Sentiment Evenly Divided

Thus Mr Ely saved the situation for the Massachusetts Democracy. It was clear that sentiment on the point at issue was about evenly divided and equally clear that the defeated side would not be satisfied with the rollcall, whatever the result might be. Indeed, anybody would have been justified in refusing to accept it, as it was certain to contain many inaccuracies.

There would have been no harmony among Massachusetts Democrats if the procedure had gone much further, but Mr Ely's speech cleared the air and, at least on the surface, restored good feeling.

After this incident, at about 5.50, the conference took a recess until 7 p. m.

Evening Session Brief

The evening session was an anticlimax. It could not well be anything else. Congressmen William P. Connery Jr of Lynn, John W. McCormack of Boston and William J. Granfield of Springfield, Chairman Donahue and Ex-Mayor John F. Fitzgerald spoke

fervently in favor of party harmony. Also Mr Fitzgerald sang "Sweet Adeline," and there was some community singing. The session lasted only about half an hour.

Even in the light of this favoring finale, however, one may perhaps doubt whether the conference did any good. Some bitterness was left here and there. The candidates remain as they were: John F. Fitzgerald and probably Joseph B. Ely and John J. Cummings for Governor; Marcus A. Coolidge, Thomas C. O'Brien, Joseph F. O'Connell and Roland D. Sawyer for United States Senator. It is assumed that Ex-Mayor Andrew J. Peters will not be a candidate in the primary.

Messrs Cummings, O'Brien, O'Connell and Peters did not attend the conference today but the other candidates were present, and all of them except Mr Coolidge spoke.

Meeting Opens Tardily

At 3 o'clock, just an hour before the time set for the meeting of the conference, Chairman Donahue and Senator David I. Walsh appeared on the platform and the former called the meeting to order, pursuant to the vote taken by the State committee on July 19. About two-thirds of the 950 persons entitled to seats in the conference were present.

Business began at once. John Jackson Walsh, a former nominee for Governor, moved the appointment of a committee of six members to draw up rules for the conduct of the meeting, and, when the motion had been carried, the chairman appointed Mr Walsh, Cornelius F. Cronin of Lowell, Henry E. Lawler of Boston, DeWitt C. DeWolfe of Westfield, Francis Goodale of Weston and Mrs Colin W. MacDonald of Boston, who, as vice chairman of the State committee, had taken a place with Mr Donahue and Senator Walsh on the platform.

It was generally recognized that this committee had an important function to perform, since it was to report whether or not the conference should draw up a "slate" and recommend it to the voters at the primary.

Walsh Avoids State Row

When this committee had retired to perform its duties, Mr Donahue presented Senator Walsh. He was received with great applause. Everybody closely followed his remarks in order to see whether he had any opinion to express as to the wisdom of naming a State ticket, or whether he would indicate his preference among the candidates for the higher offices. But Senator Walsh avoided those matters. He said he had no candidates to recommend, but that he was glad to be present.

Referring to a complimentary resolution which had been adopted on motion of Representative Sawyer, Senator Walsh said:

"Everything I have achieved in public life is due to the Democrats of Massachusetts, to your indulgence of me and your willingness to support me. During the remainder of my life, I desire, if I can, to make such return as I may to the Democrats of this State who have enabled me to go on in public life. I was surprised to learn that anyone doubted I would attend this meeting. I hope the day will never come when I will not gladly be present at any Democratic meeting called by the State committee, tee.

He Praises Donahue

"I have explicit confidence and a high regard for the services rendered

POST 7/29/30

\$100,000 DAMAGES TO PARKS

Vandalism in Garden, Golf Links and the Strandway

Aroused by the destruction of a score of new Japanese cherry trees at the Public Garden and Jamaica Pond, Mayor Curley yesterday demanded police vigilance and ordered the posting of signs in a campaign to stop vandalism at the parks and bathing beaches, which, he said, amounted to \$100,000 a year.

TORN OUT OR BROKEN OFF

Chairman William P. Long of the Park Commission appealed to the Mayor when he found that vandals had torn up some of the cherry trees which were recently presented by the Japanese government to the Mayor as a tribute to the relief extended by Boston following the earthquake in Japan a few years ago.

Of the 500 trees newly planted, park officials found that a dozen had been torn out of the Public Garden and eight out of the Jamaica pond reservation opposite the Mayor's home. A few more had been broken off about four inches above the earth.

On Beach and Golf Course

The Park Commission chairman reported that two truck loads of broken bottles and glass were raked off the sands of the Strandway yesterday morning, although the beach is cleaned daily. He also found that the stone bench at the seventh tee of the Franklin Park golf course had been smashed in two and that three steel direction disk poles had been broken down. The fifth green had also been dug up by the hoofs of a saddle horse.

"Deliberate vandalism is responsible not only for the destruction of many of the cherry trees but also for the breaking of benches, windows and other property of the park department, the total damage being annually in excess of \$100,000," the Mayor stated.

Warning Signs

"There is no way to justify a complacent attitude in a matter of this character and I am instructing the park commissioner to communicate with the police authorities in addition to placing signs in the public parks, with a view towards minimizing or ending this wholesale, unwarranted and vicious abuse of public property."

Signs were ordered to be placed in the parks, beaches and playgrounds, bearing the message "The public parks

of Boston are established and maintained for the benefit of the people of Boston who are obliged to spend the summer months within the city limits. The parks and bathing beaches are their vacation resorts. The park department expends annually more than 3,000,000 for the establishment, extension and maintenance of parks, playgrounds and bathing beaches.

"There is no way in which any individual can justify the destruction of park property. Your duty as a citizen of Boston requires not only that you refrain from injuring or destroying any portion of the park property, but, as a good citizen, that you do your part to prevent any other individual from destroying any portion of a system whose usefulness and beauty are so necessary to the well-being of every individual."

HERALD 7/29/30

CURLEY MAY SETTLE TUNNEL LAND BILLS

Moves to Avoid Litigation in Property Taking for Harbor Tube

Mayor Curley yesterday opened negotiations with owners of land in the area selected for the approaching to the new harbor vehicular tunnel to settle claims for property taking without resorting to litigation. He said indications were bright for setting a precedence whereby all litigation in the taking of the property will be obviated and if successful it would be the first time it has been done in Boston in a project of major importance.

At a conference yesterday a member of owners came to an agreement for damages to be awarded by the city for their holdings. The owners, representing property valued at more than \$1,300,000, agreed to accept offers ranging from the assessed value offers ranging per cent. in excess of the figure.

HERALD 7/29/30

Mayor Opens Campaign to Put an End to Vandalism in the City's Parks

Vandals and heedless persons are costing the city \$100,000 a year by their wanton and careless destruction of park department property, Mayor Curley declared yesterday, opening the fight to instill in the citizens and their children a proper regard for the beauties placed at their disposal. He said:

Deliberate vandalism is responsible not only for the destruction of many of the cherry trees recently contributed to the city by the Japanese but to the breaking of benches, windows and other property of the park department.

There is no way to justify a complacent attitude in a matter of this character and I have instructed the park commissioner to communicate with police authorities, in addition to placing signs in the public parks with a view to

minimizing or ending this wholesale, unwarranted and vicious abuse of public property."

At the same time the mayor announced that next Monday he would ask the city council to appropriate \$150,000 to provide for additional beauty spots in Franklin park and the Back Bay fens. A sum of \$100,000 he hopes to use for the construction of a lagoon and rose garden along the Muddy river as it winds by the art museum. The rose garden will front on the Evans wing of the museum on the Fenway.

The sum of \$50,000 he will expend for the development of a rock garden and lagoon in Franklin park adjoining the rose garden. Here will be placed native plants that abound in rocky soil and also rare Alpines and native mountain growths.

POST 7/29/30

CURLEY, FITZGERALD AND ELY MEET TODAY

WORCESTER, July 28—Although the Democratic conference in this city today failed to reach an agreement on candidates, it was learned late tonight that a conference is planned for tomorrow in Boston between Mayor Curley, John F. Fitzgerald and Joseph B. Ely. When news of this conference became known tonight, the friends of Marcus A. Coolidge, candidate for U. S. Senator announced they they will seek representation at the Boston conference.

Senator Walsh has not been invited to the Boston conference, but it is understood that efforts will be made tomorrow to get in touch with him for a small conference of leaders on the situation. After making his statement to the conference here this afternoon, Senator Walsh remained only a short time, returning to another room in the Hotel Bancroft, where he was kept in touch with what was going on, but made no suggestions as to the outcome.

LIGHT CONTROL FAILS TO DELAY FIREMEN

Faster Time During Week,
McLaughlin States

Police, Fire and Traffic Heads
Discuss Street Conditions

The apparatus of the Boston Fire Department has moved through the streets of the traffic light controlled zone during the past week in much faster time and with fewer delays than was possible before the lights were placed in commission.

This was made known by Fire Commissioner Edward F. McLaughlin during a conference at the office of Police Commissioner Eugene C. Hultman, attended also by Traffic Commissioner Joseph A. Conry, Supt. of Police Michael H. Crowley and Asst. Chief Henry A. Power of the Fire Department.

The statement made by Commissioner McLaughlin, was based on a record of time kept by officers in charge of the different fire companies that had occasion to use streets where traffic is controlled by the lights and on reports made by chief officers who kept a strict record of the time required to visit different stations on inspection tours.

These tabulations took into account the order under which apparatus is moved, which requires the operator of a fire department machine to bring his machine to a full stop if a red light is against him, unless signalled to keep moving by a policeman at the intersection where the light is located.

Only One Report of Delay

But one report of a stop being made has been received and that was from a downtown engine company which reported a delay of 40 seconds while waiting for a light to turn green.

Commissioner McLaughlin was warmly commended by Commissioners Conry and Hultman as well as Supt. Crowley for his stand in ordering the stopping of apparatus on red lights.

The conference was called to discuss traffic conditions as related to the Fire Department, and it is said that Mr. Hultman directed attention to a letter he had sent, while Fire Commissioner, to Prof. Miller McClintock of Harvard, who devised the traffic light system, asking the survey to provide a "fire lane" along one side of Washington st., when the plan was adopted.

The conference continued more than an hour yesterday afternoon and a number of different plans were discussed, among them one which called for the installing of loud traffic fire siren horns at various points to warn of the approach of the apparatus.

Commissioner Conry approved of this plan, if the horns are not attached to the light system. Commissioner McLaughlin stated they could be set up on posts which carry fire alarm boxes, and they could be operated by the Fire Department.

Notification for Officer

Commissioner Conry said that when

a fire truck passes the police officer on duty at the corner does not know where the apparatus is going. He stated that some system of notifying a policeman of the location of the fire if it is near his post should be put into effect, so that he could detour traffic out of the zone, instead of allowing it to follow the fire truck, stop near the fire lines and create a jam of traffic that would prevent more apparatus from reaching the fire.

After the conference he said that he will take up with his engineers the question of creating zones in the congested section of the city with numbers which in case of fire can be signalled to policemen.

Commissioners Conry and McLaughlin suggested that Commissioner Hultman start enforcing the parking laws and help wipe out one of the worst handicaps to the Fire Department.

At the suggestion of Commissioner Conry an order will be issued to the Police Department calling attention of the drivers of the patrol wagons to the traffic light signals and explaining that a patrol wagon shall stop at red lights, unless hurrying to a hospital with a serious accident case.

AD MEN GIVE TO BOOM THE CITY

Free Service for 300th
Birthday Party

Free service will be contributed to the Boston tercentenary committee by Boston's leading advertising men in conducting the \$50,000 campaign to advertise the city, Mayor Curley announced yesterday upon receiving notification from Tilton S. Bell of the committee.

The customary 15 per cent commission of the advertising agents will be used by them to purchase more advertising to boom Boston and its 300th anniversary birthday party, the Mayor explained, paying tribute to their offer.

Fist Fights at 'Love Feast' of Democrats

Worcester, July 28—Fist fights, confusion and disorder and the entire abandonment of the harmony program marked the Democratic peace conference here today, called to select a slate for the coming State primary.

During a roll-call on a resolution by Cong. William Connery of Lynn, intended to prevent the conference from going on record in favor of any candidates, the meeting got out of control of Chairman Frank J. Donahue, and two of the delegates abandoned the rules in Cushing's

manual in favor of Marquis of Queensbury rules.

Their fist fight in the rear of the hall created excitement among the women present and several policemen finally managed to push their way through the crowd to pry the fighters apart. One was thrown out of the hall.

One was a Springfield and the other a Boston delegate.

To calm the women delegates who were frightened by the quarrel and about to leave the hall John F. Fitzgerald, a storm center as a candidate for the gubernatorial nomination, leaped to his feet and injected the only "harmony" noticed by leading in singing of his famous "Sweet Adeline." It soothed their frazzled nerves.

TWO MORE FIGHTS

Connery's resolution won by a vote of 268 to 255. The vote was doubted but before the roll could be called again Joseph B. Ely of Springfield, a candidate for governor, urged the delegates to defeat any move to vote on candidates. This caused the dissenting delegates to withdraw their objection.

Two other fist fights were started in the corridors, but were quickly squelched.

Ex-Mayor Fitzgerald was accused of "insincerity" in an attack upon him by John Jackson Walsh of Boston, chairman of the committee on rules, who said the former had given his word to abide by the decision of the conference in the choice of candidates and then turned about and said he would not be bound by its vote.

Some of the speakers were heckled. Strabo V. Claggett, who said the slate should not be dominated by one race, was frequently interrupted from the floor.

FITZ PHONES CURLEY

The Fitzgerald followers were alarmed over the revival of the boom for Gen. Edward L. Logan for governor. Fitzgerald telephoned to Mayor Curley at Boston, and is said to have been given assurances that the mayor would stand behind him, rather than with Logan.

U. S. Senator David I. Walsh told the Democrats the unemployment situation and the lack of leadership in Washington furnished them with an opportunity to carry the state.

But he pointed out they must work hard, for "Al" Smith with all his popularity carried Massachusetts by less than 25,000 votes.

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of consideration of this situation," he said, "calls for a protest to remedy this condition. Of course, we don't hold President Hoover responsible for the situation, but at least the administration should admit that the serious situation exists and should express sympathy with those who are suffering under it. We are ready to give protest in November. We must nominate the very best candidates and on a platform liberal, broad and soundly progressive.

"We must not think that Massachusetts is Democratic because of the election of 1928. Governor Smith got the Independent, the progressive, the so-called intelligentsia and the naturalized vote and yet he only carried the State by less than 25,000 votes. I impress this on you only to show the necessity of caution and sound judgment.

"Send men to Washington who will say 'we are sick of this policy of indifference. We want economic freedom for the poor and the workers.' Our party is not the enemy of the farmer or the business man; we want every one to have a square deal."

The Senator said that the Democratic leaders in Washington wanted another Democratic senator in Washington, that he wanted a Democratic colleague in the Senate from this State and that he would give his whole-hearted support to the nominees of the party.

POST 7/29/30

NEW BOSTON ROSE GARDEN

Fenway to Have Franklin Park Duplicate

Boston's famous rose garden at Franklin Park, which attracts Sunday crowds of 25,000 people, will be duplicated in the Fenway under plans announced late yesterday by Mayor Curley, following a conference with Chairman William P. Long of the Park Commission.

To carry out the plans the Mayor sent two appropriation orders totaling \$150,000 to the City Council for approval. Of this \$100,000 will be spent to plant a rose garden in the Fens near the Evans memorial wing of the Museum of Fine Arts, where the lagoon will be enlarged to reflect the beautiful structure as well as the roses.

To further beautify the Franklin Park vista the Mayor has approved plans for a flowering rock garden between the bird house and the rose garden. As sketched by Arthur A. Shurtleff, landscape architect, a stone windmill would be used to pump water over an artificial cascade to a lagoon in the centre of the rock garden. Flowers would be planted between and around the rocks.

MAYOR BEGINS DRIVE ON PARK VANDALISM

Orders Long to Request
Police to End Damage

Destruction Costing City \$1000
Weekly—Sign Prepared

Deliberate destruction of park property is costing the city of Boston in excess of \$1000 a week during the Summer, with the result that Mayor Curley has instructed Park Commissioner Long to confer with the Police Department to put a stop to the vandalism. He also instructed that signs be placed in the parks "with a view to minimizing or end this wholesale, unwarranted and vicious abuse of public property."

Many of the cherry trees, a gift of the Government of Japan to the city of Boston, planted in the Public Garden and along the banks of Jamaica Pond, have been destroyed. In addition windows have been broken and benches damaged. Other destruction is also noted.

This sign, determined upon by Mayor Curley, will be placed in the parks in the hope that education may help to stop the destruction of city property:

"The public parks of Boston are established and maintained for the benefit of the people of Boston who are obliged to spend the Summer season within the city limits. The parks and bathing beaches are their vacation resorts. The Park Department expends annually more than \$3,000,000 for the establishment, extension and maintenance of parks, playgrounds and bathing beaches.

"There is no way in which any individual can justify the destruction of park property. Your duty as a citizen of Boston requires not only that you refrain from injuring or destroying any portion of the work property but, as a good citizen, that you do your part to prevent any other individual from destroying any portion of a system whose usefulness and beauty are so necessary to the well-being of every individual."

OWNERS IN TUNNEL AREA MAKE LAND TAKINGS OFFER

At a conference in the office of Mayor Curley yesterday, an offer to accept land damages not exceeding 10 percent more than the assessed valuation was made by many owners of property at the approach to the Boston end of the East Boston tunnel. The owners at the conference represented valuations in excess of \$1,300,000.

The offer was made to dispose of their holdings if the tunnel project is put through. Several of those present did not take part in the agreement, stating that consultation with co-owners would first be necessary. Another meeting will be held at 10 o'clock tomorrow morning.

Mayor Curley recently announced that the city would not go ahead with improvements until he arrived at some understanding on what the property owners would be willing to take. The proposed traffic tunnel will cost \$16,000,000. Of this sum, \$4,000,000 is allowed for land takings.

MAYOR TO ASK \$150,000 FOR PARK ROSE GARDENS

Though busily engaged in plans for the industrial and commercial development of Boston, Mayor Curley also has in mind the task of beautifying the city. The Mayor announced yesterday that next Monday he will send to the meeting of the City Council orders asking for appropriations of \$150,000 for beauty spots in the Fens and at Franklin Park.

One appropriation is for \$100,000 for the development of a lagoon and rose garden in the Fenway at a point opposite the rear of the Evans wing of the Boston Museum of Fine Arts. The sum of \$50,000 is asked for the development of a lagoon and rock garden adjoining the famous rose garden at Franklin Park.

When completed, the Mayor believes that at rose time the development at the Fenway will be the most beautiful spot in the city proper.

TRAVELER 7/29/30

ADVERTISING MEN ARE AIDING MAYOR

Making the City's Advantages
More Widely Known

Announcement was made yesterday that Mayor Curley has designated a group of Boston advertising agencies known as the mayor's advisory committee on advertising to place newspaper and magazine advertising for the city of Boston in the interest of commercial and industrial development of the city as well as for tercentenary activities.

The committee, which has been working closely with the administration for many months, includes Alden H. Kenyon, The Kenyon Company, chairman; Henry Humphrey, H. B. Humphrey Company; Harold Thurlow, Thurlow Advertising Service; Louis Glaser and Harry Marks, Glaser & Marks; Franklin P. Shumway, F. P. Shumway Company; A. H. Greenleaf, The Greenleaf Company; Maj. P. F. O'Keefe, P. F. O'Keefe Advertising Agency; S. A. Conover, S. A. Conover Company; George Wiswell, Chambers & Wiswell; Lester Hawes, The Goulston Company; John F. O'Connell, O'Connell Advertising Agency; A. H. Wood, Wood, Putnam & Wood; Tilton S. Bell; J. J. Borgatti and Frank W. Prescott.

At the first meeting held by the committee to consider plans for the forthcoming campaign, Alan I. Wood moved and S. A. Conover seconded the motion, that the members of the committee handle this business for the city without profit, and that the members donate to the city advertising space to the value of the net profits on the business. Upon the motion being put by the chairman, Alden H. Kenyon, it was unanimously carried.

Present plans call for a campaign exclusively in newspapers in cities outside New England, to attract visitors and to benefit the port of Boston.

Democrats to Hold Further Conferences

Ely and Coolidge Seek Session with Curley in New Harmony Move

Fitzgerald "Happy"

Holds "Discord" Meeting Proved Boston Can't "Hog" Ticket

By William F. Furbush

Democratic leaders who fought fruitlessly yesterday for concord at their "harmony" conference in Hotel Bancroft, Worcester, are back where they started in the matter of suggesting a balanced State ticket to meet their Republican foes. After a session punctuated by a fist-fight and at times apparently verging on a riot, former Mayor John F. Fitzgerald stands victor in his battle to block any conference selection of primary candidates, and the word now is that a few leaders will sit down in private in an attempt to work out a line-up for governor and senator. The latest understanding is that Mayor Curley's will be the guiding hand if such a conference is held.

The Worcester conference was plainly a show-down between forces backing Chairman Frank J. Donahue of the State committee, who wanted an expression of preference by the conferees on the matter of primary candidates, and those behind Fitzgerald, who made an about-face by insisting that he would not permit his name to be balloted upon in contradiction of his previous stand that he would be willing to abide by a conference decision. The session ended harmoniously with clarion speeches of promise to enter the primary fight with redoubled vigor and a determination to elect the candidates the voters may choose to run against the Republicans. This change from discord to concord, however, came only when Joseph B. Ely of Westfield, candidate for the gubernatorial nomination, pleaded with the conferees to turn down the proposition to suggest a ticket. Before the session started, Ely was strongly in favor of the meeting balloting a preference of candidates.

Senator Walsh Urges Good Nature

The discord developed early in the business session despite a vigorous appeal by Senator David I. Walsh, who declared that the Democratic party never before had such bright prospects in the State. He advised, "Let us differ, but let us be good natured about it." The session continued in the conference room for a short time after his address and then departed to another room in the hotel. Despite the harmonious conclusion of the day's proceedings, in which Fitzgerald spoke earnestly for party harmony and

sang "Sweet Adeline," conferees departed with doubt in their minds whether the gathering had done any good. There were expressions of bitterness in several groups and a feeling that anybody who could insist that real harmony resulted from Waterlool to a ping-pong tournament.

The candidates remain as they were, as follows: John F. Fitzgerald, John J. Cummins and Joseph B. Ely for governor; Marcus A. Coolidge, Thomas C. O'Brien, Joseph F. O'Connell and Roland D. Sawyer for United States Senator.

Before the session got under way there was activity in behalf of Judge Edward L. Logan for governor, and the name of Attorney Sherman L. Whipple again was brought forward for senator. There appears to be no likelihood now that a movement in behalf of former Mayor Andrew J. Peters will gain any headway. Strength to the rumor that private conferences are in the offing to work out a ticket, balanced racially and geographically, is apparently given in a report from Worcester that a meeting has been planned in this city between Mayor Curley, Fitzgerald and Ely. When this report reached the friends of Candidate Coolidge it was stated that they would seek representation at the conference if it is held.

Fitzgerald Happy on Outcome

Fitzgerald stated this morning that unquestionably there would be private conferences with Mayor Curley as the recognized leader of the Boston Democracy, but that he, Fitzgerald, would not sit in on any such gathering. The former mayor declared that he was "very happy" over the outcome of yesterday's conference, for, in his opinion, it demonstrated conclusively to the Boston delegation the real temper of the members of the party in the middle and western parts of the State, and it was settled that Boston could not hog the ticket.

"At any time yesterday," said the former mayor, "I was in such a position that I could have come out of the conference with a ticket of Fitzgerald for Ely for governor and Fitzgerald for Senator."

"It was obvious to the Boston members of the meeting that, because of the temper of the other delegates, there could be no such combination as Fitzgerald for governor and either O'Connell or O'Brien for senator. That could not be shattered by the very simple fact that, in such a ticket, Boston could justly be accused of hogging, a condition against which I was fighting and a condition which it seems perfectly obvious cannot come about."

As has been previously indicated, the conference, as assembled, and not as the originally proposed by Fitzgerald, was for the purpose of reviving the Peters possibilities as to the governorship. It was an almost open secret that strenuous efforts would be made to bring out a ticket of Peters for governor and Fitzgerald for senator. Those who have ever raised the objection that a Peters candidacy would recall the discussion of the Boston police strike of 1919, at which time Peters was mayor of Boston, and that it would not be good Democratic politics to inject discussion of the strike into the campaign.

It is known, however, that influential members of the Democratic party in Washington would not be displeased with a ticket having Peters in it for governor or senator and there are some in the

party here who are not willing to concede that such an eventuality is entirely outside the realm of possibility.

Whatever the outcome of private conferences with Mayor Curley, sought by both Ely and Coolidge, there appears to be no doubt that Fitzgerald will remain in the field, either in a combination of Fitzgerald for governor and Coolidge for senator or Ely for governor and Fitzgerald for senator, the first line-up apparently being the more likely.

Urges Balloting By Meeting

The real fireworks started when John Jackson Walsh, one-time candidate for Governor and member of the conference committee on rules, charged Fitzgerald with insincerity and declared that he disliked seeing Fitzgerald, for whom he said he had almost an affection, display cowardice. Walsh urged that the conferees adopt the recommendation of the rules committee that the meeting take a ballot on the question of candidates for governor and Senator and that if any candidate for either office received a majority of the votes cast he should be recommended to the Democratic primary voters for nomination.

Harold Williams of Brookline, once a candidate for Democratic nomination, urged a conference-preference vote, criticized Fitzgerald's attempt to block balloting and urged the conference members "not to be cowards."

Strabo V. Claggett, a former candidate for State auditor, and previously ready to be a candidate for lieutenant governor if the conferees so decided, spoke excitedly against an all-Boston Irish ticket, declaring that if such a ticket were chosen the party would face certain defeat in November. He asked for tolerance in the selection of candidates, predicting that his remarks would eliminate himself.

Debate was over a resolution by Congressman William P. Connery of Lynn that the conference go on record against indorsement of candidates, but that it record itself in favor of wholehearted support of those nominated in the primaries. Fitzgerald, addressing the gathering from the platform, declared that his suggestion for a conference did not mean that there should be any vote of indorsement, his original intention being for a conference of a small group of leaders and candidates to work out a ticket to prevent any appearance of Boston usurping the major positions. The Connery resolution prevailed by a vote of 268 to 255. This vote was doubted and confusion was proceeding in considerable further action on the subject and the meeting adjourned to come back again for the harmony finale.

Gleason-Noonan Mix-up

The fist fight developed during the roll-call. As Daniel F. O'Connell, manager for Marcus A. Coolidge, passed through the crowd in the hall, Representative Richard D. Gleason of Boston, though on friendly terms with O'Connell, made a remark to him which John Noonan of Springfield seriously interpreted. Noonan resented what he thought was a reflection upon O'Connell's forebears and upon Gleason and Noonan staged a brief mix-up. Men shouted and women screamed the hall. Police entered in the rear of retired under escort to the lobby of the hotel. Shortly after this Ely's suggestion ended further cause of friction.

In his address, Senator Walsh declared that the unemployment situation was a political condition and needed the best thought and leadership of the administration in Washington.

TRAVELER 7/29/30

Curley-Fitzgerald-Ely Conference Is Mystery

Mayor Says He Knows Nothing About Meeting to Decide on Gubernatorial Candidate, Following Boisterous Worcester Gathering

Interest of Democrats all over the state centred in a reported meeting today of Mayor Curley, ex-Mayor Fitzgerald and Joseph B. Ely to consider the question of preference of the party in respect to a gubernatorial nominee this fall.

That question which signally failed of settlement in yesterday's Worcester conference of more than 500 party delegates has developed in interest over night as the result of feeling created at Worcester between factions of several candidates.

KNOWS NOTHING OF IT

At the mayor's office nothing had developed in respect to the planned conference, Mayor Curley declaring that he knew nothing of it and that he had not been notified by either Fitzgerald or Ely.

Adherents of Marcus A. Coolidge, one of the strong candidates for the United States Senate, it was reported, also

would seek to have representation at the meeting.

Former Mayor Fitzgerald today expressed doubt that he would take part in the meeting, however.

"Ely, Congressman William Granfield who recently carried a western Massachusetts Republican district, and possibly Coolidge were to come to Boston either today or tomorrow to talk over the situation with Mayor Curley and see what can be done," Fitzgerald said.

FITZGERALD PLEASED

The ex-mayor declared himself as highly pleased with the results of the Worcester gathering.

"It satisfied the people of the middle and western part of the state that Boston does not intend to hog the ticket," he stated. "It created a feeling outside Boston as well as here that we eventually are going to have the best possible list of nominees and one that will sweep the state this fall."

Delegates all over the state today were busy getting ready for the line-up of candidates who are expected to file papers before the final day for filing, Aug. 6.

GLOBE 7/29/30

HELPING MAYOR IN ADVERTISING BOSTON

Agencies Giving Services Without Profit

Announcement was made yesterday that Mayor Curley has designated a group of Boston advertising agencies known as the Mayor's Advisory Committee on advertising to place newspaper and magazine advertising for the city of Boston in the interest of commercial and industrial development of the city as well as for tercentenary activities.

The committee, which has been working closely with the administration for many months, includes Alden H. Kenyon, the Kenyon Company, chairman; Henry Humphrey, H. B. Humphrey Company; Harold Thurlow, Thurlow Advertising Service; Louis Glaser and Harry Marks, Glaser & Marks; Franklin P. Shumway, F. P. Shumway Company; A. H. Greenleaf, the Greenleaf Company; Maj. P. F. O'Keefe, P. F. O'Keefe Advertising Agency; S. A. Conover, S. A. Conover Company; George Wiswell, Chambers & Wiswell; Lester Hawes, the Goulston Company; John F. O'Connell, O'Connell Advertising Agency; A. H. Wood, Wood, Putnam & Wood; Tilton S. Bell, J. J. Borgatti and Frank W. Prescott.

At the first meeting held by the com-

mittee to consider plans for the forthcoming campaign, A. H. Wood moved, and S. A. Conover seconded the motion, that the members of the committee handle this business for the city without profit, and that the members donate to the city advertising space to the value of the net profits of the business. Upon the motion being put by the chairman, Alden H. Kenyon, it was unanimously carried.

Present plans call for a campaign exclusively in newspapers in cities outside New England, to attract visitors and to benefit the port of Boston.

DISMANTLED TRAFFIC TOWERS IN STORAGE

Subject to Disposition by Their Donors

Traffic Commissioner Conry in a statement today said that the dismantled traffic towers will be held at the storehouse of the commission awaiting final advice from their donors as to what disposition should be made of them.

"As a matter of courtesy to Messrs Kirshtein and Shearer, the donors, the towers will be held at the storehouse of the Traffic Commission awaiting final advice as to their disposition.

"The watering trough for thirsty horses and the traffic watch tower are now docketed with the past, while the automobile and airship advance the impatient future."

TRAVELER 7/29/30

CITY BUYS FLOUR AT REDUCED PRICE

Conditions in the wheat market have made it possible for the city of Boston to buy flour for as low as \$4.90 a barrel and pastry flour at \$4.65 a barrel. The city is at present advertising for bids on a year's supply amounting to 4493 barrels of bread flour and 477 barrels of pastry flour. The commonwealth recently awarded a contract for bread flour at \$5.05 a barrel and received a bid on pastry flour of \$4.42.

TRANSCRIPT 7/29/30

Advertising Men Will Serve City Without Profit

The group of agencies serving as Mayor Curley's advisory committee to place newspaper and magazine advertising for the city of Boston in the interest of commercial and industrial development, as well as for Tercentenary activities, includes Alden H. Kenyon, The Kenyon Company, chairman; Henry Humphrey, H. B. Humphrey Company; Harold Thurlow, Thurlow Advertising Service; Louis Glaser and Harry Marks, Glaser & Marks; Franklin P. Shumway, F. P. Shumway Company; A. H. Greenleaf, The Greenleaf Company; Maj. P. F. O'Keefe, P. F. O'Keefe Advertising Agency; S. A. Conover, S. A. Conover Company; George Wiswell, Chambers & Wiswell; Lester Hawes, The Goulston Company; John F. O'Connell, O'Connell Advertising Agency; A. H. Wood, Wood, Putnam & Wood; Tilton S. Bell, J. J. Borgatti and Frank W. Prescott.

At the first meeting held by the committee to consider plans for the forthcoming campaign, Alan H. Wood moved, and S. A. Conover seconded the motion, that the members of the committee handle this business for the city without profit, and that the members donate to the city advertising space to the value of the net profits on the business. Upon the motion being put by the chairman, Alden H. Kenyon, it was unanimously carried.

Present plans call for a campaign exclusively in newspapers in cities outside New England, to attract visitors and to benefit the port of Boston.

Vandals Destroy New Cherry Trees

Of the 500 Japanese cherry trees sent to Boston by the Japanese Government as a tribute to the relief extended by Boston following the earthquake in Japan a few years ago, a dozen which had been set out in the Public Garden and eight of those in the Jamaica Pond reservation have been destroyed by vandals.

When the report was made to Mayor Curley by William P. Long, chairman of the Park Commission, the mayor issued a statement in which he said that only for the destruction of many of the benches, windows and other property of the Park Department, the total damage being annually in excess of \$100,000.

The Park Department was instructed to take the matter up with the police authorities and to post signs.

From Fisticuffs to Glory

"But what good came of it at last?"
Quoth little Peterkin.
"Why, that I cannot tell," said he;
"But 'twas a famous victory."

And, according to the Hon. John F. Fitzgerald, candidate for the gubernatorial nomination and father of the idea of a harmony conference of Massachusetts Democrats, there was a famous victory for his brain child. He is quoted as saying that the conference ended in a great burst of glory. But whether or not, from the standpoint of the Massachusetts Democracy good will come of it at last is quite another question.

Mr. Fitzgerald's conference was started on its way with most salutary advice. Senator Walsh told it to be good natured. Soon thereafter two of the participants engaged in fisticuffs at the rear of the hall, and from the platform came speeches in which personalities were freely exchanged. Finally there was resort to the one sure means of insuring Democratic harmony for the time being. Speeches were made denouncing the Hoover administration and all its works. This put the conference in a mood to listen with delight to the notes of our former mayor when he raised his voice in the well-known strains of Sweet Adeline. If that was not a sweet song of victory it might be called a paean of peace, for the time being.

Doubtless this boisterous gathering will have its echoes in the primary campaign to come. If it could have been foreseen just what character it would assume, the Democrats would certainly not have held it. But, having held it and having watched its turbulent progress, they did well to follow Mr. Fitzgerald's advice against making a slate. To stage a harmony conference with harmony left out was bad enough; to have endorsed candidacies after more acrimonious debate and possibly by narrow margins would have been much worse and might have left wounds well nigh impossible to heal.

Interesting as the whole spectacle is to Democracy's traditional political enemies, it would be well for Republicans and to exaggerate the possible effects of this harmony conference which was so largely one of discord. The attempt to secure in this fashion united support for a ticket that would be balanced as it represented the various elements in the party and removed sectional jealousies was doomed to defeat from the very nature of the case. It undertook the impossible. Democratic aspirants for party favor must fight it out in the primaries. The results may be of a kind to give more comfort to Republicans than to Democrats. But it would be foolish to assume that because of failure to secure harmony in July a fatal blow has been administered to such chances as the Democratic party may have for victory in November. There is still Republican work to be done and much of it.

Conry Comments on Traffic Towers

Traffic Commissioner Joseph A. Conry issued the following statement today on the traffic situation: Every advance of the progress of social life. But a few years ago wealthy Boston merchants placed at two conspicuous street corners, as a gift to the city, memorable bronze towers of pleasing design, which were to be used as police signaling sentry stations, from which traffic should be directed. These towers attracted State-wide attention. Their photographs appeared in the press. Their post was advertised and liberal praise was bestowed on the public-spirited merchants who contributed so generously to the public convenience.

Progress requires the removal of the towers. Electric lights on the sidewalks replace the big tower which was ornate but also awkward, in occupying valuable street space.

"As a matter of courtesy to Messrs. Kirstein and Shearer, the donors, the towers will be held at the storehouse of the traffic commission awaiting final advice as to their disposition.

"The watering trough for thirsty horses and the traffic watch tower are documents of the past, while the automobile and airship advance the impatient future."

Rose Garden for Fenway Planned

Following a conference with Chairman Long of the Park Department, Mayor Curley announced that he would go forward with the plans of that department to establish a rose garden in the Fens near the Evans Memorial wing of the Museum of Fine Arts, where the lagoon will be enlarged, and that to further beautify Franklin Park a flowering rock garden will be constructed to the south of the rose garden. As sketched by Arthur A. Shurtleff, landscape architect of the department, a stone windmill will be used to pump water over an artificial cascade to a lagoon in the center of the rock garden. To carry out the plans, an appropriation of \$150,000 will be asked.

Boston Thanked for Its Offer of Assistance

Mayor Curley today received from P. Margotti, Italian Consul General, the following communication:

"I am instructed by the Royal Government to express to your honor the hearty thanks of His Majesty the king, my beloved Sovereign, and of His Excellency the chief of government, Benito Mussolini, for the telegrams by which you have expressed yours and the sympathy of the city of Boston on the occasion of the recent earthquake.

"Very deep appreciation is also felt for the very kind and generous offer of assistance, notwithstanding the fact that the Royal Government has declined with extreme gratefulness all offers to send relief to the stricken population, the Fascist Government having already taken all necessary measures to this effect."

ITALY THANKFUL TO CURLEY

Hon. P. Margotti, Royal Italian consul general, in a letter to Mayor Curley today expressed the hearty thanks of his government for the Mayor's telegrams of sympathy in the recent earthquake.

"I am instructed by the Royal Government to express to Your Honor the hearty thanks of His Majesty the King, my beloved Sovereign, and of His Excellency the Chief of the Government, Benito Mussolini, for the telegrams by which you have expressed your sympathy and the sympathy of the City of Boston on the occasion of the recent earthquake," he wrote.

"Very deep appreciation is also felt for the very kind and generous offer of assistance, notwithstanding the fact that the Royal government has declined with extreme gratefulness all offers to send relief to the stricken population, the Fascist government having already taken all necessary measures to this effect."

TRANSCRIPT 7/29/30

Dorchester Fights Gas Storage Tanks

Sixty residents of Dorchester, led by City Councillor Albert L. Fish, went before the Street Commission today in protest against the petition of Max Lipson for permission to maintain storage tanks for 20,000 gallons of gasoline at 77 Tenean street, Dorchester, which location is about 500 yards from the beach.

Objection was based on the argument that such a business would greatly injure the usefulness of the beach, prove a detriment to the enjoyment of thousands of children, and constitute a fire menace. Representative Finnigan placed former Mayor John F. Fitzgerald and Congressman MacCormack on record against the enterprise. Patrick J. Connolly, president of the Dorchester Board of Trade, put that organization on record in opposition.

The only speaker for the petition was Mr. Lipson himself, who said the tanks would be underground, that they would not constitute a fire hazard and that there would be no seepage to affect the beach. He called it a legitimate business enterprise.

The question was taken under advisement.

DONAHUE AND FITZGERALD AGREED

Expect Much Benefit to Party;
O'Connell, Absentee, Sees
a Victory for Self

By BERNARD J. DOHERTY.

That the Worcester conference had accomplished tremendous good for the party was the practically unanimous opinion of party chieftains today.

State Chairman Frank J. Donahue declared that the gathering was as representative as any held by Democrats in years.

"Nobody controlled it," he pointed out. "It was very clear from the start that the delegates were free and untrammelled and were exercising their own judgment. "The situation is ironing itself out and an exceptionally strong ticket seems assured. I believe that the conference accomplished a great deal of good for the party."

Ex-Mayor John F. Fitzgerald was impressed with the strength of the demand for representation on the ticket from the districts outside Boston.

"The conference," he said, "educated the delegates and no 'phony' candidate with Republican money can now start. That is settled. They are all wise to the situation now."

He believed, he said, that if the get-together had done nothing else it had demonstrated what was being attempted to hurt Democratic chances.

Joseph F. O'Connell, candidate for the nomination for United States senator, said his position was unchanged.

"Nor will it be changed," he declared emphatically. "I've got the fight won and they can't take it away from me."

NO ROOM FOR BOSSES

"I am glad I did not attend the conference. I think I showed good judgment. It was foreordained that there couldn't be any other result than what happened. The Democratic party fought to put the direct primary on the statute books and would certainly do nothing now to imperil it. That was a foregone conclusion. Anything else would have been suicide.

"Bosses don't belong in the Democratic party. There is no room for them.

"It was hot weather and every-

body was more or less excited. It was a good thing for them to blow off steam."

O'Connell asserted that the vote he will get in Boston and outside will be a surprise.

"And when it comes down to an argument of fitness my experience is going to tell and tell heavily," he said.

NO CONFERENCE TODAY

A report that a conference was on today between Joseph B. Ely of Westfield, candidate for Governor, whose conciliatory speech yesterday produced harmony at the convention when serious disorders threatened, with Mayor Curley and former Mayor Fitzgerald, was without foundation.

None of the men mentioned had heard of any such proposal, they professed.

Within the next week or so, however, conferences will be held among the candidates themselves, it is understood, which is expected to bring about some retirements.

In any event, the politicians now look for a more intelligent vote upon the part of the Democratic electorate in the primary as a direct result of the Worcester conference.

AD MEN TO WORK FOR HUB FREE

Free service will be contributed to the Boston tercentenary committee by Boston's leading advertising men in conducting the \$50,000 campaign to advertising the city, Mayor Curley announced yesterday upon receiving notification from Tilton S. Bell of the committee.

The customary 15 per cent commission of the advertising agents will be used by them to purchase more advertising to boom Boston and its 300th anniversary birthday party, the mayor explained, paying tribute to their offer.

The committee, which has been working closely with the administration for many months, includes:

Alden H. Kenyon, the Kenyon Company, chairman; Henry Humphrey, H. B. Humphrey Company; Harold Thurlow, Thurlow Advertising Service; Louis Glaser and Harry Marks, Glaser & Marks; Franklin P. Shumway, F. P. Shumway Company; A. H. Greenleaf, the Greenleaf Company.

Maj. P. F. O'Keefe, P. F. O'Keefe Advertising Agency; S. A. Conover, S. A. Conover Company; George Wiswell, Chambers & Wiswell; Lester Hawes, the Goulston Company; John F. O'Connell, O'Connell Advertising Agency; A. H. Wood, Wood, Putnam & Wood; Tilton S. Bell, J. J. Borgatti and Frank W. Prescott.

CITY WARS UN PARK SYSTEM VANDALS

Estimate Men and Boys Have
Caused \$100,000 Damage in
Year; Police to Assist

Vandals who destroy trees, flowers, plants, benches and other property located in the public parks of the city of Boston are today the object of the most extensive campaign ever launched in this city against persons of a destructive nature.

The combined forces of the police and park departments, at the request of Mayor Curley, today began an investigation of the activities of gangs of boys and young men who make nuisances of themselves in the parks of the city, annoying persons seeking rest and recreation there, uprooting trees, flowers and plants, and destroying much valuable property.

It is estimated that the destruction caused by these gangs cost the city \$100,000 during the past year.

Many young cherry trees, the gift of the Japanese government to the City of Boston, have been uprooted in the Public Gardens and at Jamaica Pond, Mayor Curley said, and there is no doubt in the minds of officials that destruction of these beautiful saplings is due to vandalism.

Signs will be placed in all parks urging those who visit there to co-operate with the authorities in their campaign against what Mayor Curley terms, "wholesale, unwarranted, and vicious abuse of public property."

TRAFFIC BOARD TO RUN AIRPORT

An unconfirmed report that the Boston Traffic Commission will shortly replace the Park Commission in the operation of the Boston Airport, was prevalent at City Hall and police headquarters today.

Traffic Commissioner Joseph A. Conry refused to discuss the report, referring the inquiries to Mayor James M. Curley. The mayor was non-committal, but admitted he had received a suggestion along those lines.

TANGLE UP TO CURLEY AS ARBITER

Both Fitzgerald and
Ely Wish to Run
for Governor

COOLIDGE SATISFIED
WITH SENATE PLACE

Series of Conferences
Likely to Solve
Big Problem

BY ROBERT T. BRADY

With Mayor James M. Curley acting as chief arbiter, efforts will be made during the next few days to straighten out the muddle over the two principal places on the Democratic State ticket by arranging that John F. Fitzgerald shall have one of them and either Marcus A. Coolidge or Joseph B. Ely the other.

ELY-COOLIDGE PROBLEM

Following the failure of the "harmony" conference at Worcester, Monday, to bring about any real agreement on candidates for Governor and United States Senator, Curley and Fitzgerald, who are clearly playing close together in the situation, are now anxious to have Ely and Coolidge agree between themselves as to which shall stay in the contest.

The Fitzgerald proposal for the conference was based on his announced desire to see the section outside of Boston given adequate representation on the State ticket. With that troublesome, turbulent conference out of the way, the Boston leaders believe they have cleared the air sufficiently to make it certain that by making a combination of Fitzgerald, representing Boston, and either Ely or Coolidge, representing the outside section, they can put across a "properly balanced" ticket, and one which will make Democratic victory certain in the November election.

Persons very close to Mayor Curley yesterday said that the Mayor would be perfectly agreeable to talking things over with the three men on such a basis. It was said that Curley would be pleased if it could be arranged that Ely

should be candidate for Governor and Fitzgerald for Senator; or Fitzgerald for Governor and Ely for Senator; or, finally, Fitzgerald for Governor and Coolidge for Senator.

Ely Showing Strength

Among the rank and file of Boston Democrats yesterday there was perhaps even greater confusion as to just what will happen than there was prior to the Worcester conference. It was admitted generally that Ely, by his tactical move for peace at a time when the conference was in its most heated stage, had advanced his own cause materially.

The impression after the conference that Ely intended to go through as a candidate for Governor under any and all circumstances gained him much favorable comment among Boston Democrats. The decided boost given to Ely personally by Congressman William J. Granfield at the Worcester evening session and the appeal to Democrats of all sections to give the Ely candidacy serious consideration helped the situation along materially, with the result that Ely was regarded yesterday by Boston Democrats as a distinctly formidable factor in the whole situation.

The difficulty which Curley and Fitzgerald may find in trying to put over a combination between a Boston man and one from the outside for the two principal places comes from the fact that Ely is interested only in the governorship and probably would not listen at any length to suggestions that he go after the Senate nomination.

Coolidge Seeks Senatorship

On the other hand Marcus A. Coolidge has set his heart on running for the Senate. He has his papers in circulation and he has gone some distance along the way towards organizing and perfecting his campaign for that place.

If Fitzgerald is to enter into a combination with Ely for Governor and himself for Senator, he would be running smack into the hopes and aspirations of Coolidge, with whom Fitzgerald has been on most friendly terms, and such an arrangement, unless agreed to by Coolidge, would mean a lot of trouble with out-of-Boston Democrats on election day.

If, on the other hand, Fitzgerald remains in the fight as a candidate for Governor, he will disappoint the friends of Ely in western Massachusetts, and that particular Ely group is one of the most aggressive of the out-of-Boston Democrats for representation on the State ticket.

The situation which has developed as a result of the first proposal of Fitzgerald for a conference is that the Boston leaders, at first made to appear as attempting to "hog the ticket," have jockeyed themselves into the position where they can say to those outside: "You fellows get together and settle your differences. Agree on either Ely or Coolidge as the running mate for Fitzgerald, and the Boston vote, so far as Curley and Fitzgerald can deliver it, will be given to the man of your choice."

That is the plan which the conference to be held with Curley, Fitzgerald, Ely Coolidge and others will try to put across within the next few days.

O'Connell-O'Brien Problem

It seemed quite certain last night that if they can get Coolidge to agree to step aside, the Boston men will be willing to put Fitzgerald into the Senate fight and to go through with Ely for Governor. Under such an arrangement, they argue among themselves, they will be able to get Joseph F. O'Connell to retire from the Senate field. At the same time, with Fitzgerald as a candidate for Senator, they believe that Martin M. Lomasney, up to date a supporter of former District Attorney Thomas C. O'Brien for Senator, will turn to Fitzgerald. Lomasney and Fitzgerald have been enemies in political battles most of the time for a long period of years, and the expectation of those who look for an Ely-Fitzgerald tie-up is that Lomasney would use all the power he possesses to get O'Brien out of the way.

Of course there are many obstacles in the way of an agreement upon the lines set forth but every effort will be directed that way this week.

John J. Cummings filed his papers for Governor yesterday. In a statement issued to the press he stated he is opposed to secret meetings of so-called party leaders, preferring to let the voters make their choice. He doubts the ability of Fitzgerald to win, pointing to his decisive defeat at the hands of Cox and repudiates Mayor Curley as a State leader, calling attention to his unsuccessful run for Governor. Mr. Cummings says the young Democrats will choose new leaders.

GOODE 7/30/30 'OEDIPUS REX' IS GIVEN BEFORE LARGE CROWD

Ancient Greek Tragedy
Seen by 15,000

An appreciative audience, numbering more than 15,000 persons, last night witnessed the second presentation of "Oedipus Rex," famous Greek tragedy, by the dramatist Sophocles, at the tribune on the Common.

The drama was presented under the auspices of the city of Boston Tercentenary committee through the cooperation of the Massachusetts Bay Tercentenary, Inc., which had presented the tragedy to a gathering that filled Symphony Hall to capacity. It was given last night in an English version by William Butler Yeats, Irish poet, and under the direction of J. Philip O'Connell, director of public celebrations.

Mayor Curley and his daughter, Mary, were among the spectators. The Mayor commented favorably upon the appreciative silence maintained by the audience in view of the weighty nature of the plot of the drama. The splendid costuming and ancient Grecian dances especially pleased him, he said.

The most impressive part of the event was its setting. The play was originally given in the open amphitheatre at Athens about 2500 years ago. Last night's setting almost paralleled the ancient setting, with the audience filling the space before the tribune and extending over the slope of Monument Hill opposite the tribune.

Ernest S. Bonanno played the role of Oedipus with great ability. Jocasta, the queen, was acted by Elsa Evans, who went through the highly dramatic portions well. Curtis Rhea played Creon, brother of Jocasta; Norman Watt took the part of Tiresias and Eugene C. Keenan the part of the Theban priest of Apollo. Stage direction was under Dr. Delbert M. Staley.

There were a large number of minor parts, such as messengers, palace attendants and dancers. The King's Chapel Male Chorus, under choir master Raymond C. Robinson, took the part of the chorus, whose duty it is to interpret the mood of the play and the action as it progresses. George De-meter, who produced the play, divided it into two acts and introduced a number of interludes.

FITZGERALD-ELY TICKET FORECAST

Combination of Two Hinted With John F. For Senator

Sawyer May Quit That Contest and Enter Field For Auditor

By JOHN D. MERRILL

Although the conference of Democratic leaders which was held in Worcester on Monday voted not to recommend or indorse a list of candidates for nomination in the primary, there is still a chance that some of the candidates for the Governorship and the Senatorship may make a combination which will appeal to the Democratic voters. And bound up in this situation is the possibility that John F. Fitzgerald may, after all, be a candidate for the nomination for the Senate.

The Democratic organization in Boston is not unmindful of the desire of the Democrats outside the city to be recognized in the primary, and there is reason for believing that steps will be taken to satisfy the members of the party who live beyond the limits of Suffolk County.

Concede Fitzgerald Victory

All of the politicians say that Ex-Mayor Fitzgerald can win the nomination for either Governor or Senator—that no one can defeat him in the primary no matter which office he runs for.

Ex-Dist Atty Joseph B. Ely of Westfield, who would like to be Governor, doubtless realizes that he could not make much progress against Mr Fitzgerald in the primary. The same statement can be made in regard to Ex-Mayor Andrew J. Peters of this city; his primary strength is much smaller than the strength his friends claim for him at the polls. John J. Cummings of this city also has certain strength, but the experts say he cannot reasonably expect to defeat Mr Fitzgerald. There-

fore, the Democratic situation so far as the nomination for Governor is concerned will be simple enough if Mr Fitzgerald runs for that place.

But what will happen then in the Senatorial fight? There are now four candidates for that nomination—Ex-Mayor Marcus A. Coolidge of Fitchburg, Ex-Congressman Joseph F. O'Connell and Ex-Dist Atty Thomas C. O'Brien of this city, and Representative Roland D. Sawyer of Ware. The latest story is that Mr Sawyer is willing to retire from that contest and become a candidate for the nomination for State auditor.

Ely Seen as Other Man

It is well known that the party leaders, for the sake of party advantage, want to nominate a Yankee Democrat for one of the two highest places on the ticket. Consequently, if Mr Fitzgerald runs for Governor, a Yankee should be nominated for the Senate. But there seems to be some doubt whether Mr Coolidge would be certain to defeat Mr O'Brien and Mr O'Connell in the primary; if he did not succeed in doing so, both of the important places on the ticket would go to men of Irish descent—a result which the party leaders think would be unfortunate.

The question has been raised, therefore, whether the best policy would not be to run Mr Fitzgerald for the Senate and Mr Ely or Mr Peters for the Governorship. The nomination of Mr Peters would give both of these nominations to Boston, and there are objections to it. For this reason it is by no means impossible that efforts will be made in the next few days to bring about a combination between Mr Fitzgerald as a candidate for the Senate and Mr Ely as a candidate for Governor. This arrangement would give one place to a Bostonian of Irish descent and the other to a Yankee Democrat in the western part of the State.

This plan would eliminate Messrs Coolidge, O'Brien and O'Connell, if it is true that Mr Fitzgerald can defeat them in case he runs for the Senator-

but the ambitions of individuals are sometimes sacrificed when the welfare of the party is at stake, and they may be in this case.

Committee Concerned Over Senate

Local politicians may not realize the fact, but it is a fact that the Democratic national committee is much more concerned about the election of a Democratic United States Senator from Massachusetts than about the election of a Democratic Governor. Officers of the committee have talked recently with prominent members of the party in the State and set forth their wish to have the very strongest candidate nominated for the Senate. If it appears, therefore, that Mr Fitzgerald is by common consent the most "available" of those mentioned for the Senate, he may be urged to run for that office, particularly as the nomination of Mr Ely for the Governorship will apparently add strength to the Senate ticket.

Mr Fitzgerald first intended to be a candidate for the Senatorial nomination, but, thinking that Ex-Gov Alvan T. Fuller would be the Republican nominee for the Senate, and realizing the latter's strength, Mr Fitzgerald made up his mind to be a candidate for Governor. No one now expects that Mr Fuller will be a candidate this year, and the Democrats believe that neither Mr Butler nor Mr Draper will be as strong as Mr Fuller would have been at the polls.

All of these things indicate, although they do not definitely prove, that an agreement between Mr Fitzgerald and Mr Ely may be made public in the near future.

CUMMINGS SAYS MAYOR WOULD HAVE ALLEN WIN

Filing his nomination papers yesterday for the Democratic nomination for Governor, John J. Cummings of Boston kept the political pot boiling in a statement insinuating that Mayor Curley is disloyal to the party and wants to see Gov Allen re-elected.

CUMMINGS TO BE ON BALLOT FOR GOVERNOR

Files Papers as Democrats
Recuperate After 'Har-
mony' Fiasco

SITUATION FAILS TO DISMAY FITZGERALD

Satisfied with Conditions,
He Says — Republicans
See Victory Assured

By W. E. MULLINS

Democratic pulses again were beating at a normal rate yesterday after Monday's cataclysmic "harmony" conference at Worcester which threatened for a brief period to tear the party asunder. The chief development in yesterday's progress of the primary campaign was the filing of enough certified signatures by John J. Cummings to insure placing his name on the ballot for nomination for Governor.

Cummings said that he is content to let the voters select their own candidates at a legally conducted primary, but was inclined to be disturbed at reports of secret meetings of so-called party leaders for the purpose of arranging a balanced ticket behind which strength might be developed.

Mayor Curley, around whom much of the discussion has been centred since the feverish assembly at Worcester, left his executive office at noon and was not available for any conferences. Former Mayor John F. Fitzgerald admitted that he would welcome the opportunity of discussing the situation with Curley and there is a chance that they will get together within the next few days.

FITZGERALD NOT DISMAYED

Fitzgerald declined to be in the least dismayed at the outcome of the Worcester meeting.

"I am satisfied with the situation as it is developing," he said. "That remarkable outpouring of Democrats furnished the opportunity to meet and discuss conditions as they exist. The Republicans make themselves ridiculous when they pretend to see a complete dissipation of our party's chances because of slight differences of opinion. It was a red-blooded meeting of real Democrats."

In spite of the savage opposition he encountered, Fitzgerald professed to be convinced that he could have had the conference's indorsement of his candidacy for Governor. He rejected it because

he feared the damage it might do to him in the election. Supporters and opponents alike freely confess that he can win the nomination in the primary through his strength in Boston.

Joseph B. Ely of Westfield, who has risen to a position of importance as Fitzgerald's chief rival, expressed satisfaction with the reaction of the members of the party. He disclaimed any intention of entering into a private conference with Curley and Fitzgerald, but would not say that he would reject a parley.

One curious angle to the Fitzgerald candidacy is his attitude toward obtaining signatures for his nomination papers. Confident that he can obtain a sufficient number of indorsements in a few days he has neglected that phase of his campaign entirely.

The few papers now in circulation are for Fitzgerald for Governor, but it is obvious that he is holding off his papers so that he may be prepared to shift to the contest for senator if the situation develops so that he figures that he will have a chance to eliminate Thomas C. O'Brien and Joseph F. O'Connell.

O'Brien's papers are nearly ready for filing and it is significant that of the names already certified, one is that of Martin M. Lomasney, a factor which means that Fitzgerald is prevented from having the West End czar aligned with him for senator.

O'Brien joined the band of Fitzgerald opponents yesterday with a brief comment on the situation which was to the effect that "Fitzgerald is hoist with his own petard." Beyond that he would not comment, save to declare that he is in the contest to the finish and is preparing to wage a vigorous campaign.

Republicans were frankly delighted at the turn of events in the enemy's ranks. Chairman Amos L. Taylor of the Republican state committee interrupted his vacation long enough to say "The Old Elephant needs no attention now. Victory is assured the Republican party. Tell my friend Frank Donahue that he should know by now that the donkey does not reform."

If anyone gained prestige from the Worcester conference it was Marcus A. Coolidge, first to enter the contest for senator. He was present in his capacity as treasurer of the state committee but at no time did he take active part in the proceedings. A sounding of sentiment indicated that he had sufficient strength to have forced an endorsement of his candidacy had he desired to produce such a climax.

Speaking from Fitchburg yesterday he said: "It was obvious that the delegates were overwhelmingly favorable to me, but neither O'Brien nor O'Connell was there and I had no desire to take any advantage of them which might have been interpreted as being in the least unfair. I can win in the primary, accordingly there was no point in forcing an indorsement at Worcester."

As surprising as any development at the conference was the sudden activity of the supporters of Gen. Edward L. Logan for governor. It has been known that he is willing to run against Gov. Allen, provided he can have an uncontested nomination. When Mayor Curley declared openly for Fitzgerald last week it was taken for granted that his intimate friend, the general, would retire.

Instead Edward A. McLaughlin, close friend of both Curley and Logan, was one of the leaders of the short fight which was staged in the Hotel Bancroft lobbies for support of Logan among the delegates.

Democrats not too friendly to Curley.

It is believed that the success of Fitzgerald easily might be interpreted as a rebuff to Curley and a refusal to join with him in supporting Fitzgerald. John F. has not taken the elastic off his bankroll yet and that may be another reason for the failure of many to rally around his standards.

The candidacy of Andrew J. Peters for governor had gradually receded under the pressure of Ely's advancement and in the numerous suggestions of trades his name has not figured. Most frequent references to combinations now is to Coolidge for senator and Fitzgerald for governor, or Fitzgerald for senator and Ely for governor.

What the eventual outcome will be not even the shrewdest observers are willing to predict. If the avowed candidates continue to resist the pressure to retire, the primary voting ought to give Coolidge the nomination for senator and Fitzgerald the nomination for Governor.

POST 7/30/30

URGE THEATRE ON THE COMMON

Many Favor Permanent
Open-Air Stage

Boston Common, cool green oasis in the heart of a big city, may become the leafy-ceilinged stage of a huge open-air theatre for regular summer presentations, if popular opinions expressed last night among the thousands who gathered to witness "Oedipus Rex" gain weight.

It was estimated that at least 10,000 persons faced the tribune during the presentation of the famous Greek tragedy. Most of them gathered as close spread further back in order to sit at spread further back in order to sit at ease on the cool grass. Scattered here and there through the crowd were many mothers carrying babies in their arms, or holding small children by the hand. Last night's presentation of the play was staged by Captain George Demeter, Boston attorney, who also directed the performance at Symphony Hall two weeks ago.

TRAVELER 7/30/30

"BOSTON DAY" AT BRIGHTON HARNESS MEET

Racing Continues To- day—Juvenile Horse Show Also

A second day of great racing and the opening of a juvenile horse show will be the magnet to attract another great throng to the Metropolitan Driving Club's track at Brighton today. A large and enthusiastic crowd saw the first day's racing and the field entered for today's events ought to result in a still larger throng watching the harness horses compete for honors and cups.

MAYOR PRESENT

Today is City of Boston day, with Mayor James M. Curley as the honored guest. He has expressed admiration for the feat of the Driving Club in conducting this free meet for the horse lovers and race followers and is taking keen interest in the progress of the battle between the Boston and New Jersey owners for the individual as well as the team prizes.

Eight events comprise the day's racing cards, bringing together the best of the fliers from both the Boston and Newark stables. The opening race brings together the crack 2:12 trotters and a battle royal between Boston and Newark with such horses as Max Frisco, Arch McKlyo and Prince Chenault, Newark entries, and Chestnut Dillon, Heatherbelle and Atlantic Belle, entries of the Met club.

Then the 2:14 trotters wheel into action and it will be the task of the field to try and stop Bob Maxey from running off with the honors. The Newton horse is the class of the field, but will meet with stern opposition from other quarters.

Immediately following the racing the judging will start in the juvenile classes, with 10 events, including a number of pony events. There will be several novelty events as well.

AWARDS CONTRACT FOR HIGHLAND PARK WALKS

Mayor Curley yesterday approved the award of a contract to the M. McGinnis Company of Jamaica Plain for grading the grass plots and installing concrete walks in Highland park, Roxbury. The work will cost \$12,700.

Mayor Curley cited the dilapidated condition of the park as an instance of the work of youthful despoilers causing damage to city property in many places throughout Boston. Cannons have been damaged and wheels removed from them and iron fences and stone walls broken down in the park, which in revolutionary days was the scene of fortifications erected by Gen. Knox.

GLOBE 7/30/30

2D CONFERENCE ON LAND-TAKINGS

Mayor Says City May Have Retain Eminent Lawyers

"The city of Boston may be compelled to hire eminent jury pleaders" so that the city may cease to be a prolific source of revenue, justly or otherwise, in land damage cases," said Mayor Curley today to certain owners of property necessary for the construction of the Boston approaches to the East Boston traffic tunnel.

A second conference was held today between Mayor Curley, city officials concerned with the tunnel construction and certain owners or representatives of owners of property subject to takings for the Boston approach.

Prior to today's meeting the Mayor had received assurances of owners of more than 50 percent of the property, subject to takings that they would accept awards not exceeding 10 percent more than the assessed valuations.

Owners of property present at the conference today desired further time in which to consider the question of accepting or rejecting the proposal made by the city, due to the fact that owners or trustees of certain properties live in distant parts of the United States, and coowner were not available. It was agreed that all property owners have 30 days in which to accept or reject the proposal made by the city.

Attention was directed by the Mayor to the fact that there is nothing in the statutes or ordinances that prohibits the city from the employment of outside counsel in the trial of any case in which the city may be interested and that every effort would be made to secure the services of eminent jury pleaders so that the city may cease to be a prolific source of revenue, justly or otherwise, in land damage cases.

HERALD 7/30/30

TYPOS ASK ENGLISH MAYOR TO BE GUEST

An invitation was mailed yesterday by Boston Typographical Union, Local 13, to Reuben Salter, Mayor of Boston, England, asking that he and Mrs. Salter, be the guests of the local on at least one occasion during their visit to Boston in September. The communication was sent by J. Arthur Moriarty, assistant secretary-treasurer of the local.

The executive committee of the local, which was empowered at the last meeting to arrange for the entertainment of the visiting Mayor and his wife, will at once make known their wishes to Mayor Curley's committee in charge of the programme for the distinguished guests, in order that the local may have a place on the same.

HERALD 7/30/30

BOSTON AND GREECE
To the Editor of The Herald:
What parallelisms!

Greece is celebrating her centenary this year, and Massachusetts her tercentenary. In Athens, Greece, there is a revival of ancient Greek plays; and in Boston, the "modern Athens of America," there is also a revival of ancient Greek plays. By some unexplainable coincidence both the people of Grecian Athens and of American Athens chose their revival from the same celebrated author, Sophocles. The Athenians selected his "Antigone," and the Bostonians his "Oedipus Rex." The former is regarded as his most popular piece, and the latter the most tragic.

In Athens, Greece, the "Antigone" was asked to be repeated. Curiously enough—and by the same token—the Bostonians have demanded that "Oedipus Rex" also be repeated, taking place on the Tribune of Boston Common, Tuesday night, July 29. At least one obvious reason for such popular demand for the tragedy of Oedipus is that several thousand Bostonians were unable to gain admission into packed Symphony hall, where the play was presented July 14.

On the Tribune, Beacon Hill, today, in Athenian hills of yore. Open air performance, suggesting the background of romantic and picturesque Athens. Moreover, the Athenian statesman Pericles had provided that the citizens should receive a free ticket to the performance, and now Boston's Mayor Curley in acquiring "Oedipus Rex" under the city's auspices made it possible for all Boston's citizens to witness it free of charge.

GEORGE DEMETER.

Boston, July 27

ITALY THANKS CURLEY

King and Mussolini Send Expressions of Appreciation

The profound appreciation of King Victor Emmanuel and Premier Mussolini was conveyed yesterday to Mayor Curley for his expressions of sympathy to the people of Italy in their bereavement and suffering consequent on the recent earthquake. The tender of gratitude was conveyed in a communication from P. Margotti, Italian consul-general, acting on instructions from the Italian government.

"Very deep appreciation is also felt," said the letter, "for the very kind and generous offer of assistance, notwithstanding the fact that the royal government has declined with extreme gratefulness all offers to send relief to the stricken population, the Fascist government having already taken all necessary measures to this effect."

Whipple for Senator, Suggested by Barry

With "harmony" conferences being enacted behind the scenes in the efforts to produce a satisfactory slate of candidates, the Democratic State campaign was further enlivened today by the suggestion that Sherman L. Whipple, famous lawyer, may enter the lists for the United States Senate.

The suggestion came from former Lieutenant-Governor Edward P. Barry and presumably with the tacit assent of Whipple himself.

Whipple, however, like former Mayor Peters, is said to be without taste for an active campaign. He and Peters would like to be in, it is said, provided they could receive nominations for senator and for governor.

Two tickets were in the making today, one with the assent of Mayor Curley, the other with the casual support of the followers of Senator David I. Walsh.

The first slate would be: John F. Fitzgerald for senator and Joseph B. Ely of Westfield for governor.

The second lineup: Edward L. Logan for governor and Sherman L. Whipple for senator.

Whipple is believed to have conferred with Mayor Curley, fre-

quently during the past 48 hours and is believed to have been assured of the mayor's backing for either nomination he may decide to seek.

But the obstacles to slatemaking were believed to be well-nigh insuperable. Both Marcus A. Coolidge and Joseph F. O'Connell proclaimed their unwillingness to forego the contests to which they have dedicated themselves. Also, Mayor Curley was understood to be opposed unrelentingly to any slate that would contain the name of Peters.

MAYOR CURLEY TO SEE RACES

By GEORGE W. GRIMM

Horse lovers of New England are expected in record numbers again this afternoon for the second day meeting of the Amateur Driving Club League of America, sponsored by the Metropolitan Driving Club, on the Charles River Speedway.

A gathering of close to 15,000 fans saw the opening day races which lasted from 1:30 until after 8 o'clock last night.

Today is Mayor's Day at the speedway and Mayor James M. Curley and the Mayors of surrounding cities and expected to attend.

The first day of the meeting, the Metropolitan Driving Club scored a total of 27 points; the Road Horse Association of Newark, N. J., 19 points; The Old Colony Driving Club of Weymouth, 6 points, and The Schenley Driving Club of Pittsburgh, 4 points.

W. J. McDonald of the Metropolitan Club was the only double winner, with C. H. Traiser's Sunmaiden in the three-year-old trot, and his own Elmira E. in the 2:10 pace.

George Lovell, 66-year-old Watertown member of the "Mets" scored the most popular win of the day, when he drove the 12-year-old Chestnut gelding, Victory Loan, to victory in straight heats, in the first division of the 2:15 trot.

FITZGERALD SITTING TIGHT

Not Candidate for U. S. Senator, He Says

Ex-Mayor John F. Fitzgerald is sitting tight in the contest for the Democratic nomination for Governor and is not a candidate for United States Senator, according to his remarks today at City Hall.

Any suggestion that he switch from the Governorship race to that for United State Senator, to enable Joseph B. Ely of Springfield to make the run for Chief Executive is not meeting with the Fitzgerald approval, and he said today that he did not intend to run for United States Senator.

The burden of straightening out the situation is placed by Mr Fitzgerald on the Democrats of the western part of the State. He said that if the Democrats in the western and central section of the State want the support of the Boston Democrats they must come to some decision, for it would be too much for them to expect to have both places on the ticket.

His statement today would indicate that so far as he is concerned, his interest is purely in the contest for Governor and that the Democrats from the western part of the State come here with only one candidate. That would eliminate either Mr Ely or Mr Coolidge, and with both Ely and Fitzgerald set on the Governorship.

The inference is that the acceptable one to Mr Fitzgerald would be Mr Coolidge, who is a candidate for the nomination for United States Senator. "Boston is all straightened out and it is up to the westerners to agree on their candidate," said the ex-Mayor.

When told there was a rumor around that he would withdraw in favor of Sherman L. Whipple, he said: "I do not intend to withdraw in favor of Mr Whipple."

Tremont St. to Be "Ave. of States"

Tremont st. will be an "Avenue of States," an historical arch will be erected in Faneuil Hall sq. and 40 ornamental columns will be erected in squares in the downtown section of the city as part of the tercentenary decoration program, Mayor Curley announced yesterday.

The "Avenue of States," one of the most colorful affairs of its kind ever constructed in the city, will be one of the principal decorative features of the parades of the Knights of Columbus and American Legion conventions.

Ely, Fitzgerald Ticket Appears Likely Outcome

Westfield Democrat Probable Choice for Place in Curley Conference

By William F. Furbush

Developments in Democratic circles since the "harmony" conference in Worcester on Monday strongly indicate that, in private conferences to come shortly, with Mayor James M. Curley guiding affairs, Joseph B. Ely of Westfield will be decided upon to share with former Mayor John F. Fitzgerald the honor of heading the party's ticket. Many contingencies of course may arise to shift predictions, but as the situation now stands Ely will be recommended to run either for governor or senator, though there is opinion among some on the inside that the strongest ticket would be Fitzgerald for governor and Ely for senator.

Whatever the outcome of the conferences, Mr. Ely, for the present at least, continues an out-and-out candidate for governor. He declared today that under no circumstances would he seek any other nomination than that or the governorship, and he expressed optimism over the present status of his candidacy.

There was some talk this morning that the first in the series of expected meetings would be held this afternoon with Mayor Curley, though there was no indication who would be present. Mr. Ely stated that he was not aware of any such meeting today. Whenever such conferences are held the situation is such that they will be on the initiative of candidates or their emissaries, the mayor's position being that his function will be to advise on the matter of a ticket rather than to take any initiative in bringing the candidates together to solve the problem.

As matters now stand Fitzgerald is assured of a place on the ticket to be worked out in the private meetings, for there is ground for the conclusion that Mayor Curley has taken an uncompromising stand to go along with Fitzgerald in whatever direction Fitzgerald elects to go. In other words, the muddle over determining upon the strongest candidates for the two principle places on the ticket comes before Mayor Curley as, in effect, the final arbiter who is friendly to Fitzgerald.

While the "harmony" conference in Worcester was one of discord, it is the opinion of those who blocked a move to have that conference express a preference of candidates that it had the important effect of convincing the Boston Democracy, of which Mayor Curley is the undisputed leader, that Boston cannot "hog" the ticket. It also proved to the up-State leaders that Fitzgerald is a fixture in the matter of candidacies, either for governor or senator, and that it remains for candidates for either office in other sections of the Commonwealth to make advances to Boston if they want to get on the ticket.

Those who reason that Ely is perhaps likely to come out of the coming conference as either the gubernatorial or senatorial recommendation, base their prediction on the fact that he greatly in-

creased his strength by his speech which put an end to turmoil at Monday's Worcester assembly. These commentators contend that Coolidge was in a position to do the same thing, but that Ely "stole a march" on Coolidge in realizing upon the opportunity.

It is further believed by members of the party that Ely would be a stronger man on the stump than Coolidge, who, though entirely acceptable to the leaders as a senatorial candidate, is not necessarily one of the party's most effective spellbinders when it comes to campaign speeches.

There appears to be good basis for the conclusion that a conference between the up-State leaders and Mayor Curley, while recognizing the ability of the other senatorial candidates, would decide that either Joseph F. O'Connell and Thomas C. O'Brien, because they are of Boston, would not be available for the reason that, with Fitzgerald running for governor, their presence on the ballot would at once revive the cry of Boston hogging the ticket. Representative Roland D. Sawyer of Ware is now reported as being content to run for State auditor if the conferees advise that another be the party's candidate for the senatorial toga.

Present discussion among those who are in a position to foresee the outcome of the conferences is to the effect that former Mayor Andrew J. Peters is "out the window" and will not be advanced in the conference as a candidate for either the governorship or the senatorship.

John J. Cummings of Boston yesterday filed his nomination papers for governor. In a statement, he declared his opposition to secret meetings of so-called party leaders. He said that he doubted the ability of Fitzgerald to win. He added that the younger Democrats would choose new leaders.

Only Few Days for Action

Those who are planning for the coming conferences realize that much ground is to be covered in a short time, as only a few days remain for the filing of nomination papers, the last day for which is August 8. In this connection, Fitzgerald expresses no concern, for his nomination papers for governor are ready for filing, in the event that he finally decides to remain as the gubernatorial candidate. If, on the other hand, he is decided upon as the most available Senatorial candidate he will at once circulate a new set of papers which he is confident of having ready, with time to spare. Coolidge filed his Senatorial nomination papers several days ago. Ely's nomination papers for Governor have been in circulation for several days.

Former Mayor John D. Devir of Malden is now spoken of as a possible candidate for the Republican nomination for governor to contend against Governor Allen. The former mayor stated last night that he has taken no action to obtain the nomination but that friends have been circulating nomination papers. "If my friends see fit to nominate me," he said, "I see no reason to refuse them." If Devir becomes a candidate it will be one of the surprise developments in the political situation, for there has been very general opinion that re-nomination would go to Governor Allen uncontested.

Frederick H. Rourke, former city treasurer of Lowell, yesterday filed papers for the Democratic nomination for State treasurer. He served as State representative in 1894.

Thousands Attend City Tercentenary Events

With at least ten thousand persons at the Playstead, Franklin Park, last evening, to enjoy the program of the Liberty Chorus and the tableaux depicting the history of the Bay Colony, and an even larger number of persons at the tribune, Boston Common, to enjoy "Oedipus Rex," the great Greek tragedy, as presented by local Greeks, the Boston Tercentenary Committee, headed by former Mayor John F. Fitzgerald, believes that its prediction that Boston would respond most notably to such efforts was fully justified.

If Mayor Curley had deemed it wise to sponsor a larger appropriation for Boston's celebration, a much more extensive program would have been planned. The mayor considered the condition of the treasury and the threat of a higher tax rate the real governing factors of his course, and though nearly \$200,000 will have been spent for the celebration, the committee could well use twice that amount in worthwhile activities.

It is because of the fact that Mayor Curley did not care to assume the responsibility of imposing a greater burden on the taxpayers, that the committee decided upon the expedient of popular subscriptions, and to date efforts in behalf of a popular \$300,000 fund have been disappointing. Less than \$50,000 has been raised, and while the fund may eventually double that figure, the slowness of its collection is an embarrassment to the committee in planning events.

Six weeks of musical entertainments and pageants have been planned for the Common and Franklin Park, all of which will lead to the grand climax of Boston Week, Sept. 14-20, when, as is expected, many thousands of former Bostonians are planning to return for brief or lengthy visits. On Sept. 15, Boston will enjoy an illuminated parade at night and on the following day the Founders' Memorial to be erected on the Beacon street side of the Common will be dedicated and an imposing civic parade will move through the streets.

Naturally the spirit of Tercentenary entertainments is that of history and too much credit cannot be extended to Mrs. Eva Whiting White and her assistant, Miss Doris M. Celley, and also to George H. Beaulieu of the Community Service of Boston, Inc., who have presented the colorful and entertaining programs. Moreover, the heartiest of congratulations have been extended to the various racial groups who consented to the repetition of programs given at Symphony Hall under the auspices of the State and the immediate direction of a committee headed by Mrs. William Lowell Putnam.

Last evening's entertainments were typical of what Mayor Curley's committee is offering the public at large ex-

CURLEY ORDERS CURB MARKETS TO AID CHEAPER FOOD SUPPLY

FARMERS MAY SELL OWN PRODUCTS

Mayor Designates Five Sections of City, With One Day a Week for Each

Public open-air curb markets for the sale of fresh vegetables will be opened in Boston next week, under orders issued today by Mayor Curley.

The purpose is to provide a chance for families affected by business conditions, to get fresh vegetables at the lowest possible cost. The markets will be restricted to farmers selling their own products.

The project will be launched next Tuesday with opening of a market on Columbus ave. at Roxbury Crossing. This will be open on Tuesdays between 6 a. m. and 1 p. m. for the remainder of the season.

The complete schedule of the public markets is as follows:

Tuesdays, Roxbury Crossing.

Wednesdays, Central sq. and Day sq., East Boston.

Thursdays, Thomas Park, South Boston.

Fridays, Bowdoin and Hancock sts., Dorchester.

Saturdays, Monument sq., Charlestown.

The markets will be under the supervision of Ambrose Woods, superintendent of markets for the city of Boston.

Markham to Write Ode for Hub Founders Memorial

Edward Markham of West New Brighton, N. Y., noted American poet, today accepted Mayor Curley's invitation to write and read the ode for the dedication of the

permanent memorial to the founders of Boston on Sept. 17.

The memorial, which is being erected at a cost of \$50,000 on the Beacon st. side of Boston Common is expected to be a landmark for generations and Mayor Curley was anxious that the ode of dedication be a classic that would endure through the years. Markham's poem, "The Man With the Hoe," made such a favorable impression upon him that he requested the author to write the ode.

MAYOR FOR NEW GOLF LINKS

Because of the great number of men and women seeking recreation on the municipal golf course in Franklin Park, Mayor Curley decided today to seek legislative authority to purchase land outside the city limits for the development of another links.

The mayor said he has been unable to find a spot within the city limits, suitable for such a purpose, which could be purchased at a reasonable cost and for that reason deems it advisable to seek authority to go beyond the municipal limits.

Curley Names Five Deer Island Guards

Appointment of five men to permanent positions as officers at the House of Correction, Deer Island, was announced by Mayor Curley today.

They will each receive a salary of \$1300 annually and maintenance. They are Joseph R. Lucy of Quint ave., Allston; Peter W. Murray of Union st., Brighton; Andrew A. R. Puzzo of Neptune rd., East Boston; John M. Finan of Elm st., Charlestown, and William J. McCusker of Calumet st., Roxbury.

The men replace five temporary appointees.

Claggett Takes Out Nomination Papers

Conference Tolerance Advocate to Enter Fight for Lieutenant Governor

By William F. Furbush

Strabo V. Claggett, former candidate for State auditor, today took out 1000 nomination papers from the office of the secretary of State, as a candidate for the Democratic nomination for lieutenant governor.

Previously to the "harmony" conference of Democrats in Worcester last Monday, Mr. Claggett announced that, at the request of friends, he had considered running for lieutenant governor, but was deferring decision pending the expected recommendation of a State ticket by the conference.

Addressing the conference, he urged the selection of a racially balanced ticket, predicting that the party would go down to certain defeat in November if "an all-

Boston, all Irish ticket" were selected. He said that he insisted on being heard in an appeal for tolerance, though he felt certain his remarks would mean his being counted out of consideration. The fact that the conference failed to designate any preference of candidates for the major positions on the ticket apparently is basis for Mr. Claggett's decision to enter the race.

Private negotiations continue under way among the various groups supporting candidates for the gubernatorial and United States senatorial nominations, with friends of Joseph B. Ely of Westfield and Marcus A. Coolidge of Fitchburg keeping a watchful eye on developments among the Boston Democrats.

No final decision has been reached whether former Mayor John F. Fitzgerald will continue in the field as a candidate for the governorship nomination or switch to the senatorial candidacy. Assured that conferences with Mayor Curley of Boston will result in his coming out as the approved candidate for either governor or senator, Fitzgerald is marking time until it is determined whether it will be Ely or Coolidge who will withdraw as far as concerns a conference-designated ticket.

Congressman William J. Granfield, whose senatorial victory in the Second District has made him one of the party's strong leaders of influence, is in the field

in Ely's behalf and ready to sit in on any conferences.

Discussion continues to the effect that the eventual outcome of the situation will be a ticket of Fitzgerald for governor and Ely for senator, Ely for governor and Fitzgerald for senator, or Fitzgerald for governor and Coolidge for senator.

Representative Roland D. Sawyer of Ware has withdrawn as a candidate for the Democratic nomination for United States senator, having issued a statement that he has not the funds to conduct in "a hard, gruelling primary fight, in which money must be spent and lots of hard work put in. Referring to a previous report that he might be put up as a candidate for nomination for State auditor, Mr. Sawyer said that he would "probably ask his district" to return him to the House.

Public Markets to Open Tuesday

Mayor Curley has decided, after conferences with Superintendent of Markets Ambrose Woods, to re-establish the public markets which were permitted to lapse during the previous administration. They will be located as follows: Tuesday, Columbus avenue at Roxbury Crossing; Wednesday, Central square and Day square, East Boston; Thursday, Thomas Park, South Boston; Friday, Bowdoin and Hancock street, Dorchester; Saturday, Monument square, Charlestown.

The markets will be available five days a week from 6 A. M. until 1 P. M. during the rest of the summer and will be restricted to farmers, the mayor hoping that the privilege will enable the farmers to dispose of their surplus stock and that the public will benefit by the prices.

Mayor to Act for New Golf Course

Another golf course for the city of Boston is Mayor Curley's hope. Today he announced that he would seek authority from the Legislature to acquire the necessary land, but where it can be found within a convenient distance from the city limits is a question. All available sites in Boston have been scrutinized and it is said that no plot of sufficient area is available except at prohibitive prices.

Mayor Curley is a golf enthusiast, becoming more and more fond of the game week by week. He has played on all the courses in and about Boston and on several far away courses. He considers the Franklin Park links among the best in the country and believes that the time is coming when the demand for courses will be ten times that of today. He has been presented with a membership medal by the Park Commission which entitles him to all the privileges at Franklin Park.

Heavy Increase in School Expenses

Certification is made to the Boston Board of Assessors by the School Committee that it will cost \$22,398,958.34 to administer the public schools during 1930. This is an increase of \$1,753,958.34 over the cost for 1929. The amount to be raised by taxation is \$20,038,272.28.

It was stated in the report furnished by Business Manager Alexander M. Sullivan of the School Committee that of the \$22,398,958.34 which the schools require, the "maintenance" cost, which includes salaries for teachers and other employees, totals \$17,683,208.34. The remainder, \$4,735,750, is the amount appropriated for lands, plans and construction of school buildings.

Former Chairman Francis C. Gray of the School Committee, Dr. Joseph Lyons and Mrs. Elizabeth W. Pigeon, who was not present at the special meeting, but voted "by proxy," registered themselves in favor of a proposition that the committee appropriate \$400,000 for the purpose of relieving the situation on Portables and other crowded conditions. Mr. Gray desired immediate action and he declared that the Legislature had given permission to the committee to appropriate this money. And through Committeeman William A. Reilly declared he voted "no" in the "interest of our taxpayers at a time when everybody is complaining at the high cost of our schools." Dr. Lyons asserted he thought the citizens of Boston would be willing to stand a little more expense for the sake of having this passed on with a "yes" vote. Mr. Reilly asked if the entire \$400,000 would be used to "get the children out of portables" and it developed that the sum might be used for other purposes.

Superintendent Jeremiah E. Burke stated that about fifty portables had been eliminated, there remaining about 150 at the present time. Chairman Joseph B. Hurley voted with Mr. Reilly against the expenditure of the \$400,000 at this time and the proposal was lost by a vote of three to two, as four out of the five votes were necessary, according to law, to carry this sort of a proposition.

TRAVELER 7/31/30

Vandals

MORE power to Mayor Curley in his crusade against vandals, every one of whom has earned a full term cracking stones under a broiling sun.

This goes for the women vandals as well as for the men. The ordinary vandal who breaks a window in an empty house may not be inherently low. But the adult, usually of fair station in life, possessing an automobile, which may or may not be paid for and who wantonly, wickedly and maliciously marauds into private or public gardens, stealing or destroying plants or flowers, is a culprit unworthy of any consideration whatever. It is a cheap and tawdry form of stealing.

GLOBE 7/31/30

GLOBE 7/31/30

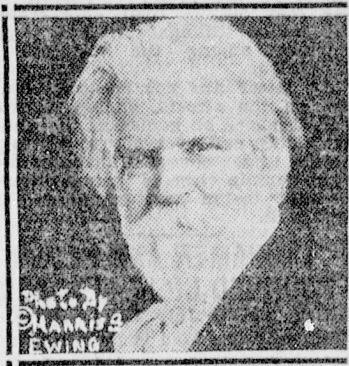
MARKHAM TO WRITE ODE FOR BOSTON DEDICATION

Author of "The Man With the Hoe" to Read Lines at
Exercises at Founders' Memorial, Sept 17

Edwin Markham, author of "The Man With the Hoe," will write the ode for the dedication of the Founders' Memorial and will read it at the memorial on the Beacon-st mall of the Common on Wednesday, Sept 17.

Mr Markham in a letter to Mayor Curley, received today, said:

"I shall be happy to write the poem, and I will put into the lines my most earnest efforts. I have a keen interest in your great celebration. For one thing, both my father's and my mother's people were among the early colonists of Massachusetts."



EDWIN MARKHAM

AMERICAN 7/31/30

ALLEN, CURLEY ON RADIO

Over a nationwide hookup of 72 radio stations, the voices of Governor Frank G. Allen and Mayor James M. Curley will be heard when they address the delegates to the supreme convention of the Knights of Columbus, on Sunday, August 17.

Another noted orator who will be heard is Supreme Knight Martin H. Carmody.

The special broadcast, which is to take the place of the regular Sunday Catholic Truth period, was arranged through the efforts of William Cardinal O'Connell and John Shepard, Jr., owner and operator of Station WNAC at Boston.

DROPS BONDED BUSINESS

Because of lessening of business due to the tariff situation, the Bay State Shipping Company has announced its plan to give up bonded warehousing after today. A similar condition exists for many concerns along the Atlantic coast.

The decision to abandon the bonded business was entirely voluntary, according to Collector W. W. Lufkin, and has no relation to the present investigation of the Army Base Terminal ordered by Mayor Curley to the Port Authority.

The Collector said that special Treasury department agents had recently made an investigation of circumstances surrounding bonded warehousing at the Army Base and their findings will be given to the Port Authority to determine if the facts are pertinent to the present probe.

DOOLEY ASKS CLEAR FIELD FOR ELY

Ex-Boston Democrat in
Open Letter to John F.

Harry J. Dooley, former Boston Democrat who beat Joseph B. Ely of Westfield for the nomination for Lieutenant Governor in 1926 by more than 6000 votes, even after he had withdrawn his name from the contest, pro-



HARRY J. DOOLEY

jected himself into the pending Democratic contest today by means of an open letter addressed to John F. Fitzgerald, a copy of which he sent to the Globe.

In it, Dooley, who has since joined the Republican party, accuses certain Bay State Democratic leaders of seeking at present to nullify the direct primaries principle, and urges all to clear the field for Mr Ely for the party's gubernatorial nomination.

Although Mr Fitzgerald said this noon that no copy of the letter had yet reached him, he added, when the Dooley letter was read to him, that he is "glad to hear that Dooley is sorry he left the Democratic party, glad to hear he is endorsing Mr Ely." Dooley's letter, in part, follows:

"As a former member of the Democratic party in Massachusetts, I have followed closely the reports of the Worcester conference, and through it all I see the loyalty and sincerity of one of Massachusetts' greatest Democrats, Joseph B. Ely.

"Some Democratic leaders have attempted to submerge Ely, but surely they must see the handwriting on the wall. If the Democratic party hopes for success this year it must give Mr Ely recognition. Not recognition by offering a second place on the ticket, but by placing in nomination Joseph B. Ely as the Democratic candidate for Governor of Massachusetts.

"Surely it is not for me, formerly of Boston and now a member of the opposition party, to speak to the Democratic voters of Massachusetts to plead the cause of Joseph B. Ely. It has been my privilege to know him intimately. In my opinion and that of many others Mr Ely is today one of the truly great Democratic leaders of the State.

"The many thousands of voters who recognized me in 1926, together with the thousands who have voted for Mr Ely, will, I am certain, join together to demand the recognition of this sterling statesman for his party."

PERMANENT OFFICERS OF HOUSE OF CORRECTION

Permanent appointment as officers of the House of Correction at \$1300 a year salary and maintenance was approved today by Mayor Curley of the following: Joseph R. Lucy, 28 Quint av, Allston; Peter W. Murray, 109 Union st, Brighton; Andrew A. R. Puzzo, 22 Neptune road, East Boston; John M. Finan, 54 Elm st, Charlestown; William J. McCusker, 71 Calumet st, Boston.

FARMERS MAY COME TO BOSTON AND SELL DIRECT

The custom of permitting farmers to come to Boston and sell their wares directly to the consumer at certain places in Boston will be continued by Mayor Curley, who today directed Ambrose Woods, superintendents of markets, to open up next week. The hours are 6 a m to 1 p m.

On Tuesdays the open-air market will be on Columbus av, at Roxbury Crossing; Wednesdays at Central and Day sqs, East Boston; Thursday at Thomas Park, South Boston; Friday at Bowdoin and Hancock sts, Dorchester, and Saturday at Monument sq, Charlestown.

GETS CONTRACT FOR PUMP STATION REMOVAL

The bid of \$6100 of the R. S. Brine Transportation Company for the removal of parts of the Cow Pasture Pumping Station machinery was approved by Mayor Curley today. It was the lowest bid. The high bid was \$14,500.

Best Trots Mile in 2:09 $\frac{3}{4}$ for McDonald

Mayor Curley Shows Skill as Driver Behind Victory Loan, Fast Trotter, Which Is Owned by George Lovell

More than 20,000 persons gathered at the Charles River Speedway yesterday for the Junior League series of trots and paces, and they were well repaid for their visit, for it was "Mayor's Day."

They saw Mayor Curley in silks behind Victory Loan, and His Honor handled the reins like a veteran. In fact, George Lovell, the owner of the chestnut son of Peter Scott, said Boston's chief executive was anything but a tyro.

The spectators also witnessed the making of a new record. W. J. McDonald, who is rated by horsemen the country over is one of its best amateur drivers was in the sulky behind Walter Newbert's Best in the 2.23 trot.

Mr. McDonald handled his pupil in wonderful style and piloted him to a new record. The crowd seemed to sense what was going on on the twice around, for as the Best and his driver went under the wire, a cheer rent the atmosphere.

Pandemonium reigned when the announcement followed after the clockers reached their verdict and stated that a new record for the track had been made. The time of Best was 2.09 $\frac{3}{4}$.

One race that was scheduled for the opening day was decided, Betty Guy winning that. Four heats were necessary to decide the event, Betty Guy taking the third and fourth. Barbara Martin won a heat and so did Worthy Heir.

Two remarkable heats were seen in the 2:12 trot, which was won by Chestnut Dillon, a horse that has been campaigned on several loops with success. He is owned by E. H. Sawyer of the Metropolitan Driving Club.

A classy field furnished opposition for chestnut horse, but he demonstrated that he could take care of it by the way in which he trotted. He won his race in two heats, covering the twice around in 2:13 $\frac{1}{2}$ each time.

The Metropolitan Driving Club is leading in the point total with 58. The Road Horse Club of Newark is second with 40, Old Colony third with 15 and the Schenley Club of Pittsburgh fourth with 4. The Nassau Club has failed to register a point so far. Today is the final one of the meet and another large crowd is expected to witness the various events.



Bruce Wetmore

Mayor Curley on Speedway



The Hub's chief executive added considerable color to the harness racing at Charles River yesterday. Here he is shown behind Victory Loan and Mayor James M. Curley demonstrated his knowledge of horsemanship by his clever handling of his entry.

Post 7/31/30

METROPOLITAN GRIP ON LEAGUE POINT CUP

Blind Horse Paces in 2:10, Best
Trots in 2:09 $\frac{3}{4}$ —Gold Cup
Races Feature Today



W. J. McDonald, left, presenting clock to Mayor Curley, who drove Victory Loan, horse shown in photograph.

By FRANK G. TROTT

The second day of the League of Amateur Driving Clubs' annual race meet was another of those delightful occasions that have made the Charles River Speedway reservation of the Commonwealth's park system so very popular.

The racing yesterday afternoon with its varied side attractions and the children's pony show in the evening followed by a band concert, blended with the perfect weather to make a most pleasing holiday for thousands

of men, women, boys and girls. For the neighborhood children it was a wonderful time as on the track their reinsmen idols, W. J. McDonald and George Lovell, drove winning races, and at the pony show their hundreds of envious but sparkling happy eyes followed with keenest attention the more fortunate youngsters who were competing.

The racing that materially advanced the chances of Metropolitan Driving Club becoming custodian of the League Point Cup for a year was productive of some new speed records for the half-mile oval. Best, an attractive stallion

owned by Walter E. Newbert of Newton and driven by Mr McDonald won his second heat in 2:09 $\frac{3}{4}$, the fastest a trotter has ever raced in an amateur event at the Speedway. Then the blind pacing stallion Ace High, driven by his owner, M. I. Aronson of Brooklyn, N Y, won in 2:10, 2:10, the fastest race in the history of the course.

Mayor Curley a Visitor

Mayor James M. Curley was a visitor, reaching the grounds in a coach drawn by a cross matched four-in-hand with Samuel Shaw as whip. After a brief address His Honor donned a driving suit and behind one of W. J. McDonald's fast steppers, indulged in a spirited brush with mounts of Mr McDonald and Allan J. Wilson. At the conclusion he received a gold clock, the gift of the Metropolitan Club.

The count for credits that are to decide the disposition of the League Point Cup at the conclusion of the 17th race last night was: Metropolitan, 58; Road Horse Association of New York, 40; Old Colony Driving Club, 15, and Schneley Driving Club, 4.

The meet closes today with nine track events in the afternoon and 11 classes in the show ring in the early evening hours. Two of the races carry gold cups as winner's prize and one, the free-for-all trot, is first on the program, starting at 1 p. m.

The racing feature yesterday was the first heat of the 2:10 pace, in which Ace High, Napoleon Star and Albia Maxey finished only heads apart in the excellent time of 2:10. The effort took its toll on all but the handsome little son of Peter Volo, which came back in the same notch with a safe margin. Mr Aronson, as he was presented the winner's cup remarked: "This I think is the world's record for a blind horse driven by a deaf driver."

The exhibition of speed by Walter Newbert's Arion Guy stallion Best came after he had easily handled his opposition in 2:13. The impressive manner in which he covered his mile in 2:09 $\frac{3}{4}$ tells that the home club officials overlooked their fastest eligible 2:15 class trotter in selecting starters in the League Cup race on Tuesday.

CURLEY READY TO LEND HAND

Mayor Prepared to Work
For Balanced Demo-
cratic Ticket

SAWYER WITHDRAWS FROM SENATE RACE

By W. E. MULLINS

In his capacity as one of the two most conspicuous Democrats in Massachusetts, Mayor Curley is prepared to lend whatever influence he possesses to the building up of a strong primary ticket. He is, however, unwilling to make any advances toward discouraging the primary ambitions of any candidate.

Commenting briefly on the situation in his party, the mayor said yesterday, "No one has asked me to enter into any conference. It hardly would be proper for me to intrude. If any of the candidates want me to sit down and discuss affairs they know where I can be reached."

GRANFIELD INTERESTED

The first efforts to enlist the mayor's services as a mediator are expected to be made today with the arrival here of Congressman William J. Granfield of Springfield from Eastern Point, Ct., where he is passing a brief vacation.

Granfield is keenly interested in the candidacy of his neighbor, Joseph B. Ely of Westfield, who is seeking the nomination for Governor. Word has been passed to the supporters of Ely and Marcus A. Coolidge of Fitchburg that they must agree among them which of the two candidates they will accept in a trade with their Boston party associates, who will insist on the award of one of the two major nominations to John F. Fitzgerald.

The problem of the Democrats outside Boston was somewhat clarified yesterday by the formal withdrawal from the campaign for senator of Representative Roland D. Sawyer. There was no surprise to that move, as the retirement of the Ware parson has been expected for several weeks.

SITUATION CONFUSING

The Fitzgerald situation continues to be confusing. For purposes of publication he steadfastly maintains that his sole ambition is for the nomination for Governor. Yet his friends insist that he will accept the nomination for senator in a trade with either Coolidge or Ely. Meanwhile no activity has been started toward obtaining signatures to nomination papers for either office.

Ely was reluctant to comment on any phase of the two contests beyond reiterating that he was a candidate for Governor and not in the least interested in seeking the office of senator. He admitted knowledge of Granfield's scheduled visit here today but said that he did not know what ideas the congressman would advance.

In withdrawing from the contest for senator Representative Sawyer expressed a willingness to accept the nomination for state auditor. He was pessimistic toward any definite settling

of the contests without going through a "hard, gruelling primary fight" for which he is unprepared financially. He probably will be a candidate for his present post in the House.

SAWYER'S STATEMENT

His statement follows:

The talk about any further conference or effort of leaders to iron out the Democratic situation is a pipe dream of the newspapermen. There is nothing ahead for candidates for nomination except a hard, gruelling primary fight, in which money must be spent and lots of hard work put in.

I am willing to do the work but have not the money essential, and I fear without that the work will not amount to anything. Hence it appears to me the better judgment is to eliminate myself from the fight.

There is talk that if an arranged ticket can be put up I shall be the candidate for state auditor and there are papers in circulation for me, but I am not very hopeful of anything resulting and shall probably ask my district if they will be willing I should serve another term in the House.

With that parting shot he cranked up his model T and departed for the wilds of New Hampshire where he said he would go barefooted and read books while Marcus Coolidge and Joe O'Connell are looking for votes in the primary.

WHIPPLE DECLINES

Atty. Sherman Whipple again was advanced as a suitable candidate for senator by Edward P. Barry, but Whipple remains firm in his original stand against participating in a primary fight. "One of my legs is longer than the other from the pulling it received in the last primary in which I engaged," he said recently as he dismissed the possibility of his participation in such a fight.

The most frequently mentioned slates have been Coolidge for senator and Fitzgerald for Governor, Fitzgerald for senator and Ely for Governor. The trouble with that is, however, that Coolidge is just as determined to remain in the fight for the Senate as Ely is that he must not be swayed from the governorship engagement.

Meanwhile many of the prominent Democrats remain in the background when they are approached for comment on their favorites. They are awaiting developments lest some unexpected figure leap into the forefront to whom they may desire to throw their support.

MAYOR'S INFLUENCE

Ely's formal announcement last Friday and the fear that he may be in position to marshal unexpected strength has resulted in the present confusion. With him out of the way it would be a simple matter to line up a ticket of Coolidge for senator and Fitzgerald for Governor, which would contribute the racial and geographical balance so eagerly sought by the leaders.

If Granfield confers with Curley today it is conceded that no benefit to Coolidge will result. The mayor undeniably dominates the situation. He can straighten out affairs by persuading Joseph F. O'Connell to retire, and with him out of the way it is reasonably certain that Thomas C. O'Brien likewise can be taken out.

Such a procedure would leave the way clear for Curley to throw his support to Fitzgerald for senator and Ely for Governor, leaving Coolidge out of consideration. It remains now to be seen what course Curley will pursue if it is placed frankly before him.

TIME EXTENDED ON TUNNEL LAND

Property Owners Get 30 Days
More Before Court Action

A 30-day extension of time in which to consider the city's offer of settlement was yesterday given a group of property owners having title to realty on the site of the Boston approaches and terminus of the projected vehicular tunnel under Boston harbor to East Boston. The property owners met with Mayor Curley and a group of city officials and without committing themselves to the city's terms, they asked that they be given this further time in order to learn the sentiment of a number of owners and trustees of properties in the district who live at distant sections of the country.

Mayor Curley has made known the city's willingness to take over the properties on a basis of awards not in excess of 10 per cent. over the assessed valuation. Owners representing approximately 50 per cent. of the property affected have already agreed to settlements on this basis. Mayor Curley is prepared to all ow the issue to be tried in the courts if property owners are unwilling to settle on these terms.

GLOBE 7/31/30

CITY MAY TAKE FIGHT OVER LAND TO COURT

Mayor Warns Owners of
Property Near Tunnel

Discussing the taking of land for the approaches to the East Boston traffic tunnel, Mayor Curley yesterday intimated that the city may be forced to hire eminent lawyers to fight in court against exorbitant prices demanded by the owners of the property.

Something must be done, the Mayor told several property owners with whom he had a conference yesterday, "so that the city may cease to be a prolific source of revenue."

Prior to yesterday's meeting the Mayor had received assurances of owners of more than 50 percent of the property subject to takings that they would accept awards not exceeding 10 percent more than the assessed valuations.

Owners of property present at the conference desired further time in which to consider the question of accepting or rejecting the proposal made by the city, due to the fact that owners or trustees of certain properties live in distant parts of the United States, and coowners were not available. It was agreed that all property owners have 30 days in which to accept or reject the proposal made by the city.

Walter Newbert's Best Sets New Track Mark at Speedway As Met Club Increases Lead

By P. J. CULLEN

Walter Newbert's Best, a strong chestnut son of Arion Guy, trotted to a new track record of 2:09½ in scoring one of the feature victories of the second day of the 16th annual inter-club race meeting of the Amateur Driving Clubs of America at Charles River speedway yesterday afternoon.

Close to 18,000 spectators saw the chestnut horse set his new mark for amateur drivers in winning the last heat of the 2:23 event with W. J. McDonald in the cart. The triumph was one of seven which saw the Metropolitan Driving Club amass a total of 31 points during the day to take a commanding lead over four visiting clubs.

MET. HORSES SCORE TOTAL OF 58 POINTS

At the close of racing yesterday, the home forces had built up a point total of 58 for the two days, with Road Horse Association of New Jersey second with 40, Old Colony Driving Club of South Weymouth third with 15, Schenley Driving Club of Pittsburgh fourth with 4, while Nassau Driving Club of Mineola, N. Y., has yet to score.

Excellent weather and a fast track greeted the horses and the record-breaking attendance. Times for the mile were on the whole, much faster than the opening day. The final day's events will be held tomorrow, with the first race being called at 1 o'clock.

Mayor James M. Curley, in whose honor the events were held yesterday, attended the races and scored twice with George Lovell's Victory Loan. The mayor rode to the track in a four-in-hand driven by Samuel Shaw of Brookline.

He was greeted by a delegation of members of the Ladies' Auxiliary of the M. D. C. dressed in the costumes of colonial times. He addressed the record-breaking gathering and expressed his great pleasure at being present.

HANDSOME PRESENTS FOR THE MAYOR

The mayor handled Victory Loan in masterful fashion, recalling the days when he drove regularly at Dorchester Driving Club matinees at Franklin field. He won over A. J. Wilson, driving Hollywood Alec, and Bruce Wetmore behind Albia Maxey. At the finish he was presented with a beautiful clock and a winner's blue rosette in commemoration of his visit.

The home club started in auspicious manner by winning the race-off heat in the 2:30 trot left over from Tuesday. Frank M. Burke's Betty Guy added four points to the 27 total of Tuesday, and W. J. McDonald's Barbara Martin added two more by taking second place.

J. W. Van Buskirk of Road Horse Association of New Jersey came home third with Worthy Heir. So the Mets began the day with a standing of 33 points to Road Horse Association's 20, with Old Colony Driving Club third with six, and Schenley D. C. fourth with four. Nassau D. C. was still blank.

DAVIS DRIVES RADIUM TO 2:14 VICTORY

H. O. Davis added to the "Mets" total by scoring in the 2:14 trot with Radium, a chestnut son of Chestnut Peter. The Newark Club entry, Dixie Lassie, was second, driven by his owner, Daniel J. Knight.

Radium won the first heat in 2:14 with a five-lengths advantage. All he

needed to do in the final brush was 2:20 as he had things all his own way all during the trip.

George Lovell of Watertown scored his second brilliant victory of the meeting when he drove his black gelding, Accomplish, ahead of the field in the 2:16 trot. The son of San Francisco was never in danger, winning both heats by a length, the first in 2:15½ and the final in 2:15¼.

Second place points went to Road Horse Association of New Jersey, which placed with Doris Ortolan driven by E. Carpenter. James Keeler of Old Colony Driving Club of South Weymouth drove his Natacha to third position.

The plate for the race was donated by Lovell himself, and when he was presented with it he was accorded a great reception. He is 66 years of age, and is one of the oldest members of the home club.

LARGE INCREASE IN SCHOOL COST

Appropriations for This
Year Total \$22,398,958,
Committee Is Told

\$400,000 IS VOTED.
DOWN AT MEETING

Total appropriations for Boston public schools in 1930 will be \$22,398,958.34, according to the order presented by Business Manager Alexander M. Sullivan to the school committee in special session at 15 Beacon street yesterday. This amount, covering both maintenance and land and buildings, compares with \$20,645,314.07 for 1929, an increase of \$1,753,644.27.

Of the 1930 total it will be necessary to raise \$20,038,272.28 by taxation, amounting to approximately \$10.53 on the tax rate.

Maintenance in this year's program accounts for \$17,663,208.34 of the total while lands, plans and construction of school buildings will cost \$4,735,750. For 1929, the maintenance charges were \$17,145,314.07 and charges for land, plans and construction \$3,500,000.

SAVE \$400,000

The meeting yesterday was featured by a sharp debate on the appropriation of an additional \$400,000 permitted by the Legislature under the so-called 68-cent provision. The proposition was voted down by Chairman Joseph J. Hurley and William A. Reilly, who based their opposition on economy and the desire to spare the taxpayers' pocket-book.

Dr. Joseph V. Lyons and Francis C. Gray favored the extra appropriation, which would come under the head of land and building, for the reduction it would effect in the number of portable school houses. Mrs. Elizabeth W. Pigeon, who was absent, cast a third vote by proxy for the additional expenditure, but four votes are necessary for the passage of an appropriation order.

"Why should we vote a 20-cent increase in the tax rate when everybody is already complaining of the cost of schools?" Mr. Reilly asked. "Here is a chance to relieve the burden on the taxpayer without having to neglect or postpone a single school project."

LYONS IN FAVOR

Dr. Lyons expressed his belief that the taxpayers would gladly spend the extra money to take the school children out of the portables. The relief of this situation, he declared, was an issue which helped elect the school committee and the present mayor of Boston.

"This is more important than spending money on beaches and airports, necessary as these things are," Dr. Lyons said. "The taxpayers, I believe, would much rather assume a financial burden to relieve the children from the terrible conditions which this committee has been fighting."

Dr. Jeremiah E. Burke, superintendent of schools, said that there are now about 200 "portables" in the city, about 50 of which would probably be eliminated this year. The situation, he said, in reply to a question put by Mr. Gray, is one which does not permit a moment's relaxation in attention and vigilance.

The committee appropriated yesterday \$1,636,500 for some 18 construction projects throughout the city. This amount was included in the figures submitted by Mr. Sullivan. It passed the appointments of Edward A. Rogers and Carl F. Maraldi as school physicians beginning Sept. 1 and retired Cella F. Stacy on an annual pension of \$600 after 38 years and three months of service. After conducting other routine business, the committee adjourned for the summer.

Under statutory provisions the school committee is required to certify to the board of assessors not later than Aug. 5 the amount of its appropriation that must be raised by taxation. The order showing this figure as well as the total 1930 appropriation presented to the committee by the business manager yesterday was, in effect, a notice to the board of assessors.

EXPENSE OF SCHOOLS UP \$1,753,958

Figures Shows Year's
Costs Will Total
\$22,389,958

From figures made public at a special meeting of the school committee yesterday afternoon it will cost \$22,389,958.34 to provide for all the needs of the Boston public schools during 1930. This is an increase of \$1,753,958.34 over the costs for 1929.

The school committee yesterday, as required by law, certified to the Board of Assessors that of the total amount there must be raised by taxation \$20,038,272.28, which is about \$10 out of the entire Boston tax rate. Unexpended balances account chiefly for the rest of the sum.

TEACHERS BIGGEST ITEM

It was stated in the report furnished by Business Manager Alexander M. Sullivan of the school committee that of the \$22,389,958.34, which the schools require, the "maintenance" cost which includes salaries for teachers and other employees, totals \$17,663,208.34. The remainder, \$4,735,750, is the amount appropriated for lands, plans and construction of school buildings.

Former Chairman Francis C. Gray of the school committee, Dr. Joseph Lyons and Mrs. Elizabeth W. Pigeon, who was not present but voted "by proxy," registered themselves in favor of a proposition that the committee appropriate \$400,000 for the purpose of relieving the situation on portables and other crowded conditions. Mr. Gray desired immediate action and he declared that the Legislature had given permission to the committee to appropriate this money. And though Committeeman William A. Reilly declared he voted "no," in the "interest of our taxpayers at a time when everybody is complaining of the high cost of our schools," Dr. Lyons asserted he thought the citizens of Boston would be willing to stand a little more expense for the sake of having this passed on with a "yes" vote.

\$400,000 Proposition Beaten

Mr. Reilly asked if the entire \$400,000 would be used to "get the children out of portables" and it developed that the sum might be used for other purposes.

Superintendent Jeremiah E. Burke stated that about 50 portables had been eliminated, there remaining about 150 at the present time. Chairman Joseph E. Hurley voted with Mr. Reilly against the expenditure of the \$400,000 at this

time and the proposal was lost by a vote of 3 to 2 as four out of the five votes were necessary, according to law, to carry this sort of a proposition. It was explained later that if the \$400,000 had been voted, it would have jumped the \$1,753,958.34 1930 increase for schools to well over \$2,000,000 and would have increased the school tax rate by about 20 cents.

GRABER 7/31/30 SCHOOL BOARD PARES BUDGET BY \$400,000

Refuses to Increase Fund
for Construction Work

More Than \$20,000,000 Called For
From This Year's Taxes

The Boston School Committee voted down an additional \$400,000 appropriation at the last meeting of the Summer yesterday, thereby saving the taxpayers 20 cents on each \$1000. The committee appropriated \$20,038,272.28, of which \$5,115,750 is for land, buildings, alterations and repairs, leaving less than \$15,000,000 for maintenance.

According to the action of the Legislature, the committee could have appropriated \$400,000, in addition to the appropriation of \$3,415,750 for land and buildings in the new construction program.

Gray Offers Motion

Francis C. Gray offered a motion for the appropriation. William A. Reilly stated that he would vote against it; in view of the present conditions he favored placing no additional hardships on taxpayers. He also said he believed that under Schoolhouse Building Commissioner Rourke, the work may be carried on without the extra appropriation. Chairman Hurley voted against the measure. Dr. Joseph Lyons voted in favor of it, on the ground that it would help out unemployment. Mr. Hurley stated that Mrs. Pigeon was away, but had sent word she would vote yes if there. As a vote of four was necessary, the motion was lost, however.

Alexander M. Sullivan, business manager, submitted the following order:

"The total amount of appropriations that will be made this year for all school purposes, exclusive of interest and sinking fund charges, is \$22,389,958.34, divided as follows:

Maintenance \$17,663,208.34
Lands, plans and construction of school buildings. 4,735,750.00

Total \$22,389,958.34

"Under statutory provisions the School Committee is required to certify to the Board of Assessors not later than Aug 5 of each year the amount of its appropriations that must be raised by taxation. The order presented to the School Committee by the business manager is in effect a notice to the Board of Assessors that of the appropriations to be made during the year, totaling \$22,389,958.34, it will be necessary to raise by taxation this year the sum of \$20,038,272.28."

Appropriations Voted

The following appropriations were voted:

Chapman District, plans for 13-classroom building, \$8000; construction, \$200,000; Charles Sumner District, construction of 13-classroom building, \$200,000; Elhu Greenwood District, plans for 13-classroom building, \$8000; construction, \$120,000; Eliot-Ing. \$8000; construction, \$120,000; Hancock districts, North End, land, \$120,000, plans for 18-room elementary school, \$25,000, construction, \$400,000; Gilbert Stuart District, plans for 13-room building, \$8000; construction, \$200,000; Henry Grew District, plans for 13-room building, \$8000; construction, \$8000; Henry L. Higgins District, plans, \$8000; construction, \$220,000; furnishings, \$7500; Longfellow District, plans for 13-room building, \$8000; Robert G. Shaw District, plans for 13-room building, \$8000; Robert C. Shaw District, construction, \$200,000; total, \$1,636,500.

Leave of absence without pay for one year was granted R. Claire Carven of the Sherwin District. Drs Edmund A. Rogers and Carl F. Maraldi were appointed school physicians. The deaths of Mabel E. Woodworth of the Jamaica Plain High School and Kathleen M. Gleason of the Mather District were reported. William R. Flynn was appointed caretaker of the athletic field, to succeed John J. Kilduff.

Celia F. Stacey of Memorial High School for Girls, Roxbury, was retired on pension of \$600 a year after 38 years and three months in service.

It was voted to establish an additional kindergarten in the Robert G. Shaw District.

The following appointments were voted:

Gustav F. Virchen, Brighton High; James B. Cummings, Hyde Park High; Philip A. Bortnick, Edward Terrell, Roxbury Memorial; John O. Baker, Boston Trade; Romulo Polino, East Boston High; Everett T. Lord, English High; William F. Gill, Boston Trade; Walter Kirk, Boston Trade; Ruth A. Park, Horace Mann School; Hazel G. Fleming, Lottie M. Howard, Gertrude M. Horne, Margaret M. Jacobs, Adelaide T. Kieran, Angela M. I. Prownsano, Helen E. Warble, department of household science and arts.

The following custodians were transferred:

John F. Tolan, John Marshall to Solomon Lowenberg; Alexander M. Dickie, Martin to Bowdoin; Bartholomew J. Doolley, Thomas Gardner to Brighton High; Fred Fitzgerald, Robert Swan to William Ellery; Martin Green, William Ellery to Andrew; Florence Nugent, Charlestown High to High School of Commerce; Thomas B. Morran, Richard Olney to Martin.

MAYOR TO HIRE BEST PLEADERS

Will Fight Real Estate Speculators With Own Weapons

Mayor Curley announced yesterday that he would hire the best jury pleaders obtainable to save the money of the taxpayers in the courts.

His deft came late yesterday, following the refusal of some property owners on the line of the proposed \$16,000,000 East Boston traffic tunnel to sell their holdings to the city for the assessed value plus 10 per cent.

WILL BUILD TUNNEL

While not naming the owners, he declared that he would give them 30 days in which to decide whether they would take the price offered by the city without going to court to ask juries for more.

The Mayor had threatened to abandon the tunnel project, leaving the realty owners holding their losses, but business leaders, both in the downtown and the East Boston sections of the city, as well as city and State planners, insisted that the improvement should be carried out without delay, being absolutely necessary for the relief of traffic congestion between the city and the north shore.

Half of Owners Agree

While indicating that he would go through with the \$16,000,000 under-harbor artery, the Mayor flatly announced that the real estate owners would no longer find the city "a prolific source of revenue in land damage cases."

He explained that owners of 50 per cent of the property to be taken have already agreed to the city's terms, and expressed hope that the others would follow in line within the next month.

Play Their Game

Those who refuse, he said, will have to fight their cases in court against the best trial counsel that the city can obtain. In the past, the realty speculators had retained the leading trial lawyers who were able to obtain excessive verdicts from juries.

The Mayor said that he will play them at their own game from now on, for the city will hire the best jury pleaders.

DEMOCRATS STILL MUCH TANGLED UP

Candidates All Working for Curley's Support

BY ROBERT T. BRADY

With the several avowed and potential candidates for the Democratic nominations for Governor and United States Senator standing pat, each watching carefully for a "break," the situation yesterday appeared to be centering closer than ever around the final attitude of Mayor James M. Curley.

SEEKING CURLEY'S SUPPORT

Although John F. Fitzgerald is the only announced candidate for either place who has said openly that the Mayor is with him for Governor, some of the others mentioned in connection with the two leading places on the State ticket profess to have had some assurances from friends of the Mayor that Curley might ultimately give them his support.

And all the while the Mayor is maintaining a silence that probably brings to him greater appearance of interest and power in connection with the whole matter than he would be willing to claim for himself.

As a result of the apparent belief of most of the candidates that the Mayor holds the situation completely in his own hands and can dispose of it to his own satisfaction at any time, there continued yesterday the most extensive jockeying and maneuvering for position that has been seen in a Democratic campaign in years, with every likelihood that there will be more and more of it until the time for filing nomination papers expires Aug. 8.

Speculating on Fitzgerald

The fact that John F. Fitzgerald has not yet filed nomination papers for Governor, despite the assurances he has received of Curley's support for that office, occasioned considerable discussion around town yesterday, and it added strength to the belief that while the former Mayor had set his mind upon running for Governor, he is now willing to step out of that contest into a battle for Senator provided some sort of arrangement for withdrawal of other candidates could be made.

Friends of Fitzgerald said yesterday that Curley will be with their candidate for whichever office he may care to seek.

At the same time close followers of Marcus Coolidge insist that they are

sure that Curley has given his word to Fitzgerald only on the governorship and that Curley is not committed now to a Fitzgerald candidacy for Senator.

Joseph F. O'Connell, still insisting that he has not the slightest intention of getting out of the race, believes that Curley will support him for Senator.

The suggestion of a combination slate of Ely for Governor and Fitzgerald for Senator is based on the belief of the Ely forces that Curley will be with their candidate.

The story is that the recent talk of Sherman L. Whipple for United States Senator came as a result of plainly expressed representations by Curley men that the Mayor would be pleased to take off his coat and work for the distinguished attorney if he would consent to make the run.

Logan Talk Revived

It is also stated that overtures have been made to General Edward L. Logan within the past few days based on statements of men who are supposed to be close to the Mayor that it would be advisable for the General to get gubernatorial nomination papers in circulation.

One of the strongest indications that an attempt is being made to put over a combination of Ely for Governor and Fitzgerald for Senator came yesterday when friends of Fitzgerald were engaged in a propaganda to the effect that Marcus A. Coolidge would not be a strong candidate for Senator in view of the fact that he voted for McAdoo for President in the Democratic convention at New York in 1924 and that he was for the World Court and the League of Nations. The talk along this line fitted in perfectly with the plan, as set forth in yesterday's Post, that Boston Democratic leaders were anxious to have either Ely or Coolidge retire, so that one out-of-Boston candidate might team up with Fitzgerald for the two leading places.

The possibility of getting Ely and Coolidge to sit down together and discuss seriously the retirement of either one of them appeared yesterday to be about as remote as the adoption of any other plan of adjusting the Democratic cross-word puzzle.

Ely "Going Through"

Ely insists he is "going through" in his campaign for Governor, whether Fitzgerald remains in that contest or shifts over to the Senate fight. Coolidge was equally insistent yesterday that he has no intention of retiring from the field. He made it perfectly clear to his friends many months ago that he desired to go to the Senate, that he regarded this as the opportune time, and that he was willing to take his chances under any and all circumstances.

Representative Roland D. Sawyer of Ware, who had announced his candidacy for the Democratic nomination for Senator, yesterday declared that he had found it impossible to get any agreement, that it looked as if the matter would have to be settled by a hard and an expensive fight in the primaries, and, therefore, that he had decided not to run for Senator, but to ask his constituents to give him another term in the Massachusetts legislature.

The Sawyer retirement was the only development of a positive nature in the Democratic muddle yesterday, and while it did not help to clear the atmosphere to any great extent, his declaration that the matter can be settled only by an out-and-out fight in the primaries, seemed to correspond with the view of the Democrat on the street.

Post 7/31/30

Best Sets Record on the Speedway

Trots 2:09 3-4, Driven by W. J. McDonald—Mayor Curley Pilots Victory Loan to Win

BY FRANK M. FAY

A crowd estimated at more than 18,000 people yesterday attended the second day's races of the three-day race meet of the Junior League of Driving Clubs, held under the auspices of the Metropolitan Driving Club at the Charles River Speedway, and was treated to some of the finest harness races seen in these parts for many days. Incidentally, it was known as Mayor's Day, and Mayor Curley was one of the many present and was driven to the track in a four-in-hand by Samuel Shaw, who met him at Larz Anderson bridge, and with Allan J. Wilson, the president of the Metropolitan Driving Club and other members of the driving club, was escorted to a platform crowded with members of the Ladies' Auxiliary of the Metropolitan Club, who was dressed as Colonial Dames, and presented personally to each one.

MAYOR SOME DRIVER

Mayor Curley made a short address to the gathering, after which he donned a driving outfit and, getting into a sulky behind George Lovell's chestnut gelding, Victory Loan, raced two quarter-mile heats: with Mr. Wilson in the seat behind Hollyrood Alex and V. C. B. Wetmore driving Albia Maxey. The Mayor, who has raced before at the Dorchester Driving Club meets, was in his glory and showed the great crowd he knew something about handling the ribbons, when he drove Victory Loan to a win in two straight heats and was presented with a trophy and blue ribbon.

As stated above the races were of a high standard and two very fast races were run, of which the winner in the 2:23 trot made a new track record for amateur racing. The race was won by Walter E. Newbert's chestnut gelding, Best, a 5-year-old, by Arion guy, driven by W. J. McDonald in two straight heats. There were three horses in the

race, but Best was in top form and started by winning the first heat in 2:13, leading home Miss Worthy Douglas, a bay mare, by Worthy Peter carrying the colors of the Road Horse Association of New Jersey. The second heat showed that the chestnut gelding was some trotter and Mr. McDonald kept Best in front and sent him in under the wire in the fast time of 2:09½, which made a new track record for amateur trot; but for the first mile Best was kept quite busy, as Louis Schneider's bay gelding, Hollyrood Speed, raced right along with Best until the three-quarter mark, when McDonald, noticing the time, drove Best hard in an endeavor to make a record for the track. A year ago Don Worthy, driven by J. E. Kent in a money race, made a record of 2:09½ for a mile trot on the Speedway track. Best was bought at auction by Mr. Newbert for \$650 and today is worth \$5000 to his owner.

Blind Horse Winner

The 2:13 pace was the other fast race and was won in two straight heats from a field of four pacers by M. I. Aronson's Ace High, a bay horse by Peter Volo, carrying the colors of the Road Horse Association. Ace High ran the two heats in 2:10 flat and was given a great hand by the crowd when it was announced that Ace High was blind and that Mr. Aronson was deaf or hard of hearing. Mr. Aronson in acknowledging the applause stated it was a record for a blind horse and a deaf driver. The pace race record of 2:09½ for the track is held by J. J. Kingsley's Billie Jackson.

The big entry race of the day was the 2:12 trot which had six starters and was won by E. H. Sawyer's Chestnut Dillion by Chestnut Peter in two straight heats in the fast time of 2:13½. Arch McKlyo finished second in the first heat while in the second heat V. C. B. Wetmore's Heatherbelle, driven by Frank Burke, chased Chestnut Dillion home under the wire with the other horses well bunched.

George Lovell, the veteran driver who won a race Tuesday with Victory Loan, was back at the racing scene from the hospital he returned to on Tuesday night and just to show the crowd that it makes little difference if he is being confined to a hospital for treatment and must return there after his sport went and drove Accomplish a black gelding

to victory in the one-gait. Handling the black gelding in masterly style and in a manner not like a sick man he drove Accomplish to a win in two straight heats and was given rounds and rounds of applause. All along the line the only words you could hear for sometime after was "The old man is there."

Pony Show Pleases

The last race on Tuesday, which was not finished owing to the late hour, was run off yesterday and was won by Frank M. Burke's Betty Guy who had a heat on the race Tuesday with Barbara Martin winning a heat, and Worthy Heir winning a heat. The three horses ran the extra heat yesterday, and Betty Guy was an easy winner, giving him two heats and the race.

Following the races there was a pony show which lasted up until close to 9 o'clock, and the young riders and their mounts gave a wonderful exhibition of their skill. One of the thrilling and most amusing events of the pony show was the musical ride which was won by 7-year-old Betty Smith who took the event from a large field of older riders, and when she was awarded the honors the great crowd of grown-ups and children crowded into the ring to express their pleasure at the excellent manner in which she rode and won the event. In the handkerchief race Master John Good was an easy winner.

For the day's racing yesterday the Metropolitan Driving Club scored 31 points; Road Horse Association, 21 points; Old Colony Driving Club, 2 points; Schenley Driving Club of Pittsburg, zero, and the Nassau Driving Club, also zero. The total points for the two days is Metropolitan Driving Club, 58 points; R. H. A., of New Jersey, 40 points; Old Colony, 15 points; Schenley, four points, and Nassau, nothing.

The third and final day races will start at 1 a. m. today, and is known as Metropolitan District Commission Day. Following the races there will be a pony show followed by a band concert and a musical show.

HERALD 7/31/30

PLANS FOR MANY DAY LABORERS ON TUNNEL

Mayor Orders Preference to War Veterans to Cut Relief Cost

Mayor Curley is considering plans to have as much day labor as possible employed in construction of the new East Boston vehicular tunnel. With preference given to war veterans in employment, the cost of soldiers' relief to the city would be reduced considerably, according to city officials, as many veterans now out of work are receiving aid from the city.

The mayor is anxious to have the tunnel job offer employment to many now in need of it and has been conferring with city officials to decide upon a feasible plan calling for rush work.

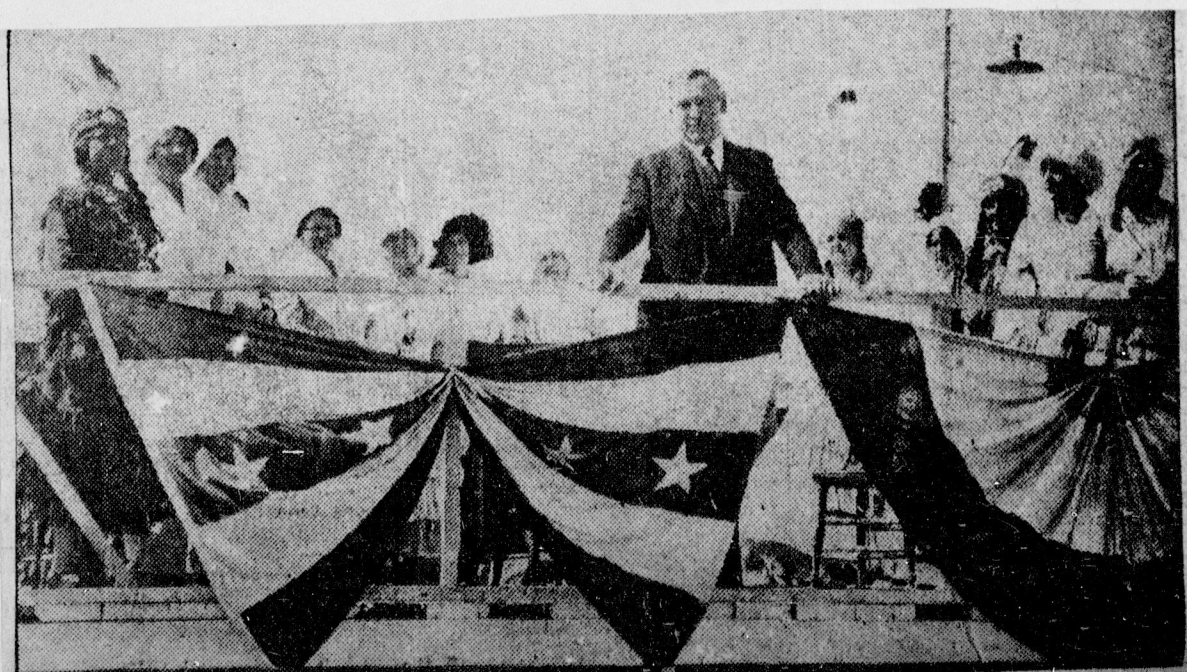
POST 7/31/30
RECORD

GIFT TO THE MAYOR



Mayor James M. Curley proved quite a driver yesterday at the Metropolitan Speedway, where he was the chief figure on Mayor's Day. His Honor drove around the track, behind the horse Victory Loan and then was presented a clock by W. I. McDonald, left.

RECORD 7/31/30



Mayor Curley, to whom the second day of the League of Amateur Driving Clubs meeting was dedicated, addresses the throng of 18,000. Note the women of the Metropolitan auxiliary in Indian and colonial costume.